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DIANA BAY TO MEET TRENTBRIDGE

Record Time Likely In Double Tenth Plate

LUCY GLITTERS HAS BIG TASK IN AUSTRALIAN EVENT

(By "Morning Dew")

Interest in to-day's races at Happy Valley is heightened by the fact that Diana Bay, Champion China pony of 1930, 1931 and 1932, will be meeting Trentbridge, the Derby winner of this year, over five furlongs in the Double Tenth Plate. The race will have to be won in record time.

The distribution of weights has made to-day's programme extremely interesting, and though it is possible for some of Saturday's winners to turn up again, it is unlikely that all the "also rans" will again be left in the cold.

Lucy Glitters will have a very big task in front of her this afternoon if she goes to the post with 170 pounds in the race for "B" Class Australian ponies.

INTERESTING RACE FOR CURTAIN RAISER

The opening race of the day will prove extremely interesting, now that the weights have been re-shuffled. Blue Star has gone up to top weight at 155 pounds and candidly his win this afternoon will prove a surprise. Cossack's Beauty ought to find the shorter distance to his liking and is my selection for the race. I thought The Tiger ran pretty well in his last outing and now that a few pounds have been taken off his load, he might be a handy place bet. Don, Daylight Eve finished close up behind Mayflower on Saturday, and with a shorter race, might prove dangerous.

In the second race over a mile and 171 yards, Street Singer with the comfortable weight of 150 pounds should not be far away at the close. The Cavalier ran a very good race over six furlongs on Saturday and there is every prospect of his giving his supporters a good run for their money. Spotted Butterfly is the big danger of this race, and with a bit of luck, might actually win it, though his weight of 158 pounds does not make it seem as though he is going to be very heavily backed.

FESTIVAL EVE

There seem to be no reason why Festival Eve should not win the "D" Class race over a mile as he ran so well with two pounds less on Saturday over a slightly longer distance. Adam also has only 145 pounds to carry for and should be able to repeat his exhibition of last week. Wembley Stag has had nine pounds taken off him and should be quite well up in this race. Warrington may start here instead of in the fifth race, but he does not look a winner to me.

THE FIVE FURLONGS

The Double Tenth Plate has six entries, but main interest will be centred on the duel between Diana Bay and Trentbridge. Because Diana Bay has always beaten Trentbridge when they have met, I pick him to win this afternoon, but I do not feel at all confident about this selection, because Trentbridge is a fast mover and over five furlongs, one can easily imagine him accounting for Diana Bay. The betting in this race should be interesting.

THE FIRST "LEG"

The first leg of the double is on the sub's race over five furlongs and the difficulty with punters to-day will be to get the first leg, especially if Warrington goes out here. Over six furlongs Warrington will prove a good problem for punters, and it would be no surprise, either to see him win or to see him beaten.

Partnership has done very well in all his outings and has only failed in the last fifty or a hundred yards. Six furlongs suits him down to the ground, and he ought

to be among the leaders at the finish. Then there is Vigilance, and he ought to be able to hold his own in six furlongs since he is a good starter and can put a bit of daylight between himself and the field in the earlier stages of the race. Gay Butterfly, the winner of the Valleys, should not be very far away, and Hey Tor looks a good outside bet. National Day over a short race, does not appeal.

LUCY GLITTERS

Can Lucy Glitters carry 170 pounds over a mile and a quarter to victory? That is the question punters will have to answer to-day. The opposition, happily is not very strong, the biggest danger being Evening Star with 162 pounds. Outside of that possibly The Rail-bow or Cossack's Choice may give the favourite a race. City of Melbourne is too much of a sprinter to cause much trouble here.

MELODY SHOULD WIN

Melody should win the six furlongs race for subscription griffins which have won less than \$1,300 in stakes. He has beaten the whole lot of the other entries before and though the distance is shorter and his weight gone up a little bit, still there is no reason for thinking he won't win. Paul Jones with Mr. Frost up to-day will be quite a different proposition to the Paul Jones which appeared in the novice race and No Fear too, is a sound bet. White Butterfly and The Goat are good outsiders.

THE LAST RACE

Flying Tourist, though carrying top weight is sure to start a hot favourite for the last race of the day since he has proved himself about the best pony in the "C" Class. Gold Ring won the "D" Class race so easily the last time he was racing that he was at once promoted and it would not surprise the fans too much if he got very near Flying Tourist, or even beat him. Mike has the modest weight of 149 pounds to carry and for six furlongs, he is not at all a bad bet. Bistre, Alexandra Hall, Wakefield and Wayward Stag are good things to try as outsiders.

Selections

Race 1.
Cossack's Beauty
The Tiger
Don.
Race 2.
Street Singer
The Cavalier
Spotted Butterfly
Race 3.
Festival Eve
Adam
Wembley Stag
Race 4.
Diana Bay
Trentbridge
King's Justice

U.S. "BUY NOW" CAMPAIGN

Drive Commences
Hopefully

Washington, Oct. 9. Uncommonly anxious eyes will follow the nation-wide "Buy Now" campaign which is opening in the United States, to-day. General Hugh S. Johnson and other leaders consider that failure will mean the collapse of the N. I. R. A. movement.

The journal "Business Week," reports that construction activity has expanded and that the demand for textiles is renewed; but the strikes have visibly affected coal and steel production.

The journal "Econostat" asserts that business has reached the turning-point and is now ripe to resume the advance which was arrested at the end of July.

Hence, the new drive begins hopefully. President Roosevelt is expected to reject inflation in favour of reducing the gold content of the dollar and also to modify the Securities Act to permit the re-opening of private capital markets.—Reuter.

SIR SAYAJI RAO III.

Due In Hong Kong Shortly

Shanghai, Oct. 9. Shanghai has a most interesting visitor in the person of His Highness, Sir Sayaji Rao III, the Maharaja Gekwar of Baroda, G.C.S.I., G.C.I.E., who arrived here yesterday on the liner, Empress of Asia, from Vancouver.

His Highness, who is accompanied by his nephew, a physician and several members of his staff, is travelling round the world. He leaves for India tomorrow via Hong Kong.—Reuter.

His Highness the Maharaja of Baroda succeeded in 1876, and was invested with powers in 1881. Well-known for his philanthropy, it is estimated that His Highness contributed more than 3,000,000 rupees to the British Government during the Great War.

The State of Baroda, which is 8,135 miles in extent, has a population of 2,443,007.

DIARY OF LOCAL EVENTS

TO-DAY

(October 10)
(VIII Moon, 21st Day)

Chinese National Holiday (National Independence Day)
Bank and Customs Holiday
Tenth Anniversary of the Turkish Republic
Interport Dinner (Swimming), Peninsula Hotel
Rotary Club
Sanitary Board Meeting, 4.15 p.m.
Don and Sally and the Worth Sisters, Roof Garden, Hongkong Hotel.
Theatres.

Central: "King Kong"
Queen's: "Baptism and the Empress"
King's: "My Lips Betray"
Oriental: "Bird of Paradise"
Star: "Hell Below"
Majesty: "Hold 'em Jail"
Principal: "Malle."

Outward for America and Europe via Siberia by P&O Colindale noon; Air mail for Europe by Czecho-Slovak 11 a.m.; steamer noon.

Sports.
Hockey: Mamelok Tournament, Central British v. R.A.M.C.; German Club v. St. Andrew's (Marine); Friendly match, Borderers v. Jat Regiment (Marina ground), 4.15 p.m.

Lawn Bowls: Hong Kong v. Shanghai (Kowloon C.C. Green), 2.30 p.m.
Racing: Tenth Extra Race Meeting (Happy Valley).
Sunrise—6.17 a.m. Sunset—6.03 p.m.
Tides: High at 14.50; Low at 8.10 and 18.01.

Race 5.
Partnership
Warrington
Vigilance
Race 6.
Lucy Glitters
Evening Star
Cossack's Choice
Race 7.
Melody
Paul Jones
No Fear
Race 8.
Flying Tourist
Mike
Gold Ring

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SPARKS FROM THE PLUGS

OVERHAULING ELECTRICAL MOTORING HINT INSTALLATION

Worth-While Task Which Needs No Special Skill

I know, writes "Owner-Driver," that most people are scared of touching even the fuse of the electric light installation at home, although the replacement of that tiny piece of wire is surely the simplest job on earth, so that one does not wonder overmuch when told that a car switchboard is a box of tricky tricks.

Perhaps that is true, but provided one does not remove all the connections at once a good deal of liberty may be taken with the various terminals and the wires.

THE STORAGE BATTERY.

The prime source of electrical energy on an automobile is the dynamo, but for the moment we shall assume it to be the storage battery.

The term storage explains the function of the locked-up black box generally so inconveniently situated. It stores up what the dynamo pumps into it, and gives it up as and when desired.

The driver controls its output by means of switches or the starter button, which is simply another form of switch, even-although it is pressed in rather than moved across contacts.

There is not much that the owner-driver can do to the battery other than to keep it clean outwardly, to restore the level of the liquid in it by pouring in distilled water (in Glasgow ordinary tap water is quite suitable) until the tops of the plates are covered by a quarter of an inch, and to see that the main wires from the positive and negative terminals are making good connection.

KEEP TERMINALS CLEAN.

Leaving well alone is a good rule most times, but not for a battery. Bear that in mind and you will have little cause for complaint against the makers.

The acid in the accumulator has a tendency to creep up the terminals, especially the positive one, and should be removed each time an inspection takes place.

Clean the acid crystals off first of all with a petrol-soaked rag, then wipe the lead terminals clean and replace the connections. Now melt some petroleum jelly in a small tin and pour it over the terminals, working it well in with the fingers. Should the wires from the battery be fraying protect them with adhesive tape.

CLEANING THE LAMPS

Despite the exact fit of the damp glasses much dust creeps into the reflectors, and the beams of light are reduced as a result.

To gain entrance to the parabolic reflectors remove the small screw generally to be found on the top of the lamp, and, gripping the edge of the lamp tightly, turn the front piece to the left until the jaws work themselves clear of the inner projections. The face of the lamp will then come clear away.

Remove the dust by blowing vigorously into the lamp and then wipe the plating clean with a very soft cloth. Under no circumstances should plate or metal polish be used. If you realised how thin the plating is you would not need that advice.

CHECKING CONNECTIONS.

Having got this length, you may be curious enough to take one step farther and inspect the connections behind the reflector.

Remove the screws on the lip of the metal interior and draw the reflector out complete with wires. Check that these are holding strongly. Remove defective wires, strip off a half-inch of the insulating covering, and replace.

Unless you know how to focus lamps do not interfere with the position of the bayonet holder. The bayonet holder is that cylindrical part carrying the electric bulb.

In replacing the small screws great care should be taken not to cross the threads on their stems.

DISTRIBUTION BOXES.

On most popular cars distribution boxes for the wiring are to be found under the bonnet. They are usually protected by a metal cover held in place by two spring clips.

Remove the covers and clean away all dirt around the terminals. Tighten up any slack screws and check that the copper wire is making good contact with these. See also that these boxes are firm on their bases and that the lids do not grip any of the wires when they are replaced.

Again it should be said that the use of adhesive tape on all frayed or delicate-looking wires is advisable.

Now turn to the switchboard on the car, and, if you can, work your way under the scuttle dash and examine each connection.

DON'T THICKEN FUSES.

It is sometimes easy to pull out the board complete, but in most cars you must do your best by looking upwards.

Examine the fuses, lighting, and dynamo, and see that a spare length of fuse wire is there. In case some readers do not know how to replace a fuse wire, I mention that all you do is to join the two copper strips together with a piece of fuse wire. That's all.

Writing of fuses reminds me, however, that if a fuse blows twice within a short time it is also time that you examined the installation. Above all things do not sit on the safety valve (that's what a fuse is) by doubling the thickness of the fuse wire. That is a quick way to the repair shop and a sure one to big bills.

HINTS ON THE DYNAMO.

If you look closely at the dynamo you will notice a metal cover towards the rear end. This cover can be removed by unscrewing the locking bolt and sliding the two-inch broad ring towards the rear end.

Examination will show the presence of three metal arms at the ends of which and resting on the copper commutator are the carbon brushes which pick up the electricity generated by the dynamo.

See that these brushes are making good contact with the copper commutator and that the copper of the commutator is also bright. If it is not then clean it with a petrol rag and then wipe it still cleaner with a dry and clean one.

SPECIAL GREASE NEEDED.

There are two ball races in a dynamo—one at either end—and these are packed with suitable grease before the instrument leaves the factory. Until the car has run many thousands of miles there is no need to repack them with grease, but should that be desirable see that proper grease is used. It should have a high melting-point.

I hope you will at least attempt to do all these things. They are all extremely simple, and provided you do not, as I have said, remove all the wires at once and then find that you do not know where they all go, you need not fear anything serious happening.

While on the subject of lamps, may I appeal to manufacturers to provide us with something just a little better than what we are now having. Focusing, I mentioned last week, this week I ask for better wiring, more solid insulation, thicker casings, and a cleaner switchboard.

A David Among Goliaths

The only un-supercharged car under 1,000 c.c. capacity to complete the Le Mans Grand Prix course this year was a little Singer Nine sports car.

This race, which is over a tortuous road circuit of 84 miles, is one of the most difficult in the world, and the entries are generally specially tuned-up and supercharged cars.

The Singer, driven by Messrs. A. Langley and F. S. Barnes, covered 1,009 kilometres in twenty-four hours, averaging 40.4 miles per hour. By completing the course, the car is thus able to enter for the Rudge-Whitworth cup, for the best handicap performance in future races. This year it was only eligible for the scratch prize.

Use Of Self-Changing Gears

Although the process of gear-changing with the pre-selective gearbox—the so-called self-changing type—is so simple, sure, and silent, lengthy experience with it suggests several hints to buyers of cars fitted with this kind of transmission.

In the first place, when an upward change is being made after the engine has been thoroughly accelerated on a lower gear, it is advisable to pause for a second or so with the gear-changing pedal depressed. (This is the pedal that displaces the clutch pedal of the orthodox transmission.) The pause gives the engine time to decrease in speed from its accelerated rate to that at which it will turn round after the higher gear has been brought into use.

Benefit is evident in the fact that the car will not jerk forward when the gear pedal is eventually released, as is prone to do if the suggested pause be not made. Avoidance of jerk is desirable because it implies needless heavy stresses on the transmission as a whole and increase of tyre wear. It corresponds with the jerk that occurs if an ordinary clutch be engaged too quickly.

When a change-down is being made no such pause is called for. But in this case a "backward jerk" is a thing to avoid; this is assured by holding the accelerator depressed slightly while the gear pedal is depressed and released to effect the change. The extent to which the accelerator should be held down depends upon how fast the car is running on the higher gear before the change is commenced; the "earlier" the change (the faster the car is running) the more the accelerator should be depressed.

GEAR-CHANGING PEDAL

A point of importance is that to bring about a change into a higher or a lower gear than has been pre-selected, the gear-changing pedal should be depressed as far as it will go before being released. There are two reasons for this. The first is that the gear change will not occur with a half-depressed pedal; the second is that depressing the pedal to the full brings into action the self-adjusting feature of the gear-box, the means whereby any tendency of the friction bands to slip is automatically corrected. It is to make sure that this feature has been utilised that the makers recommend occasional "pumping" with the pedal while the car and engine are at rest. "Pumping" implies depressing and releasing the pedal fully a few times with each gear selected in turn.

On cars having this type of gearbox, but lacking a fluid flywheel, the gear-changing pedal must be used to function as a clutch pedal in circumstances calling for the use of the latter with an ordinary gearbox—e.g., for starting and stopping ordinarily, and when an emergency stop with heavy braking is necessary.

It should be borne in mind, therefore, that fully depressing the pedal followed by its release will bring into use any gear that has been pre-

Siam's Motorists Are Reckless

Correction One Of The Objects Of Rogal A.A.

Bangkok, Sept. 20. Motorists in Bangkok, and, later, in the larger towns in the provinces, are to have the benefits attaching to a united body. Under the patronage of the King, the Royal Automobile Association of Siam has been formed, and much good is hoped from this latest addition to Bangkok societies.

In addition to the cars in Bangkok there is a considerable number of motor boats, both owned for pleasure and cruising and irregularly operated ferry boat services. It is hoped to find room for the motor boat people as well in the new association.

Among the objects of the society will be the maintenance of traffic scouts, legal service and an Association garage, "charging" special rates for members, whose cars will receive preferential attention at more reasonable fees, they promise, than have yet been charged.

Eventually also it is hoped that it may be possible to associate with similar bodies in other countries, so that travelling members of the Siam Society may enjoy the privileges and assistance available elsewhere. Many motorists here even now retain their R.A.C. and A.A. membership from home.

Whether the new Association will tackle the thorny problem of insurance has not been decided. At present insurance is entirely optional, and there is no reason other than caution which dictates to owners the desirability of being covered against third party risks.

CHINA-PARIS MOTOR ROAD IS PLANNED

Sven Hedin Engaged To Blaze Way For World's Longest Highway

Peiping.—It will be quite possible to traverse the 12,000 miles from Peiping to Paris by automobile after the great 2,000-mile motor highway from Peiping to the borders of Soviet Turkistan is completed, according to Dr. Sven Hedin, the Swedish explorer and scientist, who has been engaged by the Chinese government to blaze the way for the new highway.

This new route will constitute by far the longest motor road in the world. It will be the first direct link between Asia and Europe, and undoubtedly will profoundly affect commerce and travel in all the countries through which it will pass.

The Nanking government has already appropriated \$50,000 for the initial expenses of Dr. Hedin's survey, which will require eight months for its completion. Dr. Hedin was specially selected to head the survey expedition because of his vast knowledge of China and Central Asia.

Intended primarily to encourage and develop trade between China, Proper and Sinkiang, it is expected the new road will in time form a great trans-continental highway, and ultimately pave the way for the establishment of a vast railroad system connecting China with Soviet Russia and Europe.

Incorporated in the new highway will be the famous 2,000-year-old imperial caravan route, over which, in the time of Christ China

selected. No harm will be done if this point be overlooked, though it may be momentarily disconcerting if, when the pedal is released, the driver finds that he is then using, without intent, a lower or a higher gear than before he depressed the pedal. He may even continue on his way in third speed, for example, imagining that he is in top, and then wonder why the engine appears to be "racing".

Finally, let it be suggested that, as this type of gear-box enables such rapid—such instantaneous—changes of gear to be made up or down, more use should be made of it than of the orthodox gear-box. In other words, the higher average speeds, within any given maximum, that are to be gained by changing early on steep hills and by changing down and up again after slacks for traffic and corners, even though there is no necessity to change, should be viewed as a benefit of which full advantage may be taken without drawback. In this way the rapid acceleration and the average speeds of a more powerful and faster car are to be had.

DAIMLER-LANCHESTER CARS

A New Type 20 h.p.

Although the Daimler and Lanchester concerns continue to produce distinctly different cars with these names, their merging is finding wide expression in matters of design. This was noted when the new model for 1934 were shown to a gathering of distributors and others. Chief interest in the range centres in a 20-h.p. which is so completely

redesigned as to be a new model. Outwardly it is a Daimler, but it has the distinctive Lanchester engine. This is cradled in rubber mountings in a new way. The brake lever, lying almost parallel with the floor by the side of the driver, is of the pull-up type. The frame is particularly strongly braced, but the bracing is not of the cruciform kind. There are several other fresh features, but the car, of course, like all the Daimler-Lanchester range, is provided with the fluid flywheel and self-changing gearbox. The standard saloon in £895.

Alterations to other models, from the 10-h.p. Lanchester to the 30-h.p. twelve-cylinder Daimler have been designed to increase the factor of quiet running and smoothness, whilst the models have standard bodies, special saloons, and, particularly coupes, are now obtainable, with a resulting smartening of appearance. The price range is as follows:—10-h.p. Lanchester, from £325 (this is the only four-cylinder car in the range); 18-h.p. Lanchester, £395; Daimler 15, £450; Daimler 25, £1,195; Daimler Double Six, 40-h.p., £1,700; 50 h.p., £1,800.

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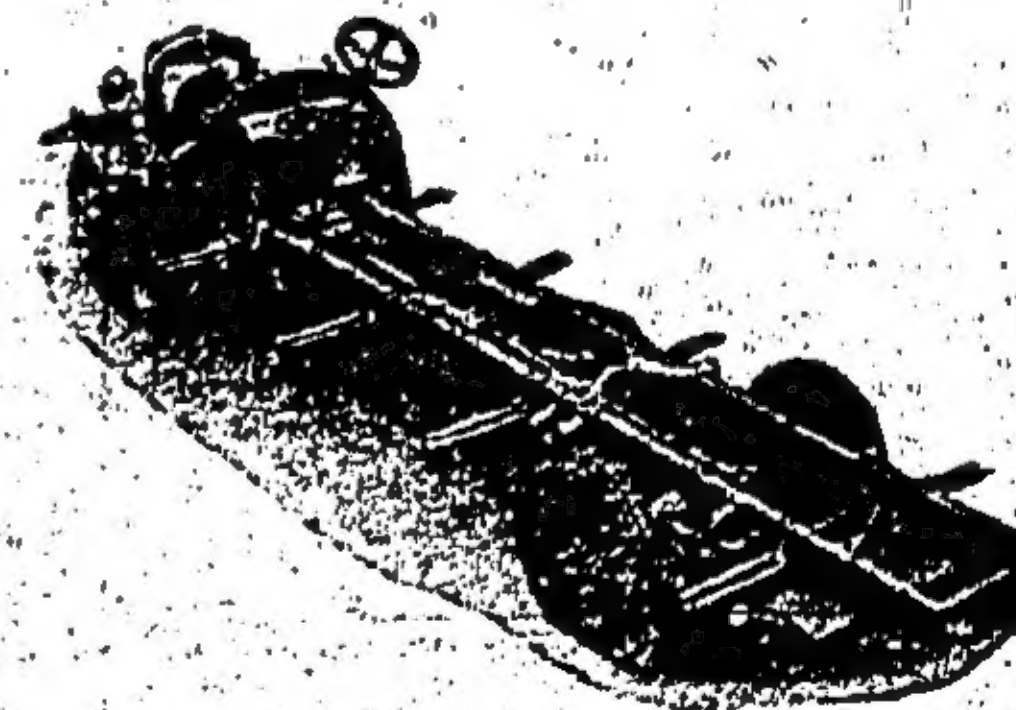
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London Air-Mail Letter

The Prince And Biarritz Fashions: The
Adjutant General To Retire: An Aerial
Anniversary: Humour From Berlin:
The Lord Mayor's Expenses: Taking
A King's Finger Prints

(Special Air-Mail Service)

THE PRINCE'S BUTTON-HOLE

London, Sept. 19
The Prince of Wales's brief stay in Paris on his way home from Biarritz has, I am told, already had an effect on the world of fashion.

The Prince went for a shopping expedition incognito. The Parisians did not guess his identity, in spite of a somewhat formidable bodyguard of special police agents.

But one Frenchman, who happened to be a journalist, recognised the Prince, and was impressed by the "oeillet" in his buttonhole. And the florists in Paris are now trying in vain to supply the sudden demand for carnations.

SIR CECIL ROMER'S EXAMPLE

Gen. Sir Cecil Romer, who became Adjutant-General to the Forces last February, is contemplating retirement before his tenure of office expires.

This voluntary sacrifice is presumably intended as a personal contribution towards alleviating the present congestion in promotion. Gen. Romer's mooted step in setting this example will cause regrets, but will certainly enhance the respect in which he is held.

It has been a matter of growing comment that, while admirals and air marshals have for years been making voluntary retirements to help the prospects of younger men, generals have hitherto shown no inclination to follow their lead.

A VIGOROUS SEXAGENARIAN

Though the Adjutant-General will be 64 in November, he is physically and mentally more vigorous than many younger generals.

Like Sir David Campbell, the present Governor and Commander-in-Chief of Malta, he takes an amount of active exercise that contrasts forcibly with the sedentary habits of other men of his age. Often, after a long day on the training area, he finds time for eighteen holes of golf before dinner.

FIRST LONG-DISTANCE FLIGHT

One of the biggest gatherings of baby planes ever held will take place to-morrow at Chalons-sur-Marne, to celebrate the twenty-fifth anniversary of the first long-distance aerial flight.

In 1908 Henry Farman, the 35-year-old son of an English journalist, flew some sixteen miles from Chalons-sur-Marne to one of the principal vineyards of the Champagne district—the first flight made by any airman from one town to another.

The aerial guests—for whom two temporary airports have been constructed, in addition to the great military aerodrome at Rheims—will also celebrate some other records set up in the following year:

Altitude, by Hubert Latham (about 1,600 feet); Speed, by Glen Curtiss (18 miles in 24 minutes); and Long Distance, by Farman (116 miles).

HAWAII IN DIFFICULTIES

Government Faces
Big Deficit

Honolulu, Oct. 2.—Declaring the Hawaiian territorial government was unable to meet the October payrolls and either interest or principal payments on bonds, Governor Lawrence M. Judd said today in a statement the legislature would have to correct a financial condition which he termed critical.

Without funds in sight to meet obligations due Oct. 1 and afterward, Governor Judd said he intends to call a special session of the legislature to meet at the earliest practicable date.

He estimated the territorial deficit would amount to \$2,893,000 by June 30, 1935, the end of the 1934-35 fiscal year, unless the budget is balanced in the meanwhile.

The total bonded debt as of June 30, 1931, was \$32,000,000, and the receipts for the 1930-31 fiscal year were \$12,889,762 while expenditures were \$11,805,693, nearly \$1,000,000 less. But expenditures exceeded receipts in some other recent years.

The territorial government receives considerable aid from the Federal government at Washington. Aside from its share in Federal aid for highways, amounting to \$154,983, the government received these sums from Washington in the 1930-31 fiscal year.

For the Senate, \$15,746, for the House, \$31,103; governor's office, \$20;

(Continued on next column)

"L.G." A SPECTATOR

Mr. Lloyd George, who I'm told, deeply regret being unable to be among the guests was one of those who watched "these modern miracles" in 1908 and 1909. With him was the late Lord French.

On the first occasion the dark-haired President of the Board of Trade was just on the point of becoming Chancellor of the Exchequer, an appointment which made history of another kind in 1909.

A STORY FROM BERLIN

The following story reaches me from Berlin—the raconteur vouching for its truth:

A beggar in the Unter den Linden stuck a notice in his battered old derby hat. "I take no money from Jews." He got any amount from Christians and others, but towards nightfall a frightened little Jew crept up to him and asked, sotto voce, "Won't you take a mark from me?"

"Ja," said the beggar, "of course I will, I'm a Jew myself."

AN EXPENSIVE OFFICE

A City man was explaining to me the other day what it costs to be Lord Mayor of London. The allowance of £10,000 does not nearly cover the expenses of the office, estimates of the actual cost running up to £30,000. An average of double the amount of the allowance may serve as a rough guess, and every farthing over the £10,000 must come out of the pocket of the Chief Magistrate.

The inauguration on Nov. 9 means an outlay of about £4,000 for the procession and banquet. Of this the Lord Mayor pays half, the other half being borne equally by the two sheriffs, as part of their outlay during the year, generally amounting in all to £4,000 or £5,000.

HIGHER COST OF ENTERTAINING

It was over sixty years ago that the Lord Mayor's allowance was fixed at £10,000, and there has been no rise to meet the increased cost of entertaining, a very heavy item, especially in connection with national and international conferences and visits of foreign royalties and other celebrities.

Ratepayers in the City need not be concerned about the £10,000 which is the nucleus of the Lord Mayor's expenditure. They do not pay a penny of it. It all comes from the City cash—in other words, from the proceeds of Corporation property—which also makes large contributions to charitable, educational, and other objects.

ROYAL FINGER-PRINTS

At the end of this month Sept. George Cornish, of Scotland Yard, is retiring after 39 years' service. He has what is, I believe, the unique distinction of having taken the fingerprints of royalty.

When King Manoel of Portugal had property to the value of £30,000 stolen Sept. Cornish was asked to take charge of the case. His first step was to determine which of the fingerprints he, King Manoel's Twickenham house was made by strangers, and to do this he had to take impressions from King Manoel, his consort, and the house staff.

MALTA FORTIFICATIONS

La Valetta, Oct. 2.
It is understood that all fortifications on Maltese lands which had partly been used for private purposes have again been taken over by the military administration and will be modernised, enlarged and equipped with the latest models of anti-aircraft guns. To protect the population against gas attacks from the air, many of gas-masks have been stored in the military depots. —"Trans-Ocean-Kuo Min."

The annual closing of roads and paths on War Department property will take place during the 24 hours between 8 a.m. on October 12 and 8 a.m. on October 13. All persons not in uniform must ask permission to proceed along these roads during this period. The roads affected will be those between Murray Barracks and Kennedy Road, those around Austin Barracks, Middle Road (Kowloon) and the Kowloon City Rifle ranges.

\$79 salaries University of Hawaii, \$120,590, agricultural, extension work of the university, \$20,622; forestation, \$3,789; and division of hydrography, \$23,830.

The territorial government is separate from that of the counties, whose tax collections are approximately three-fourths that of the larger unit.

Expert Judgment (2)



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EDGAR WALLACE'S MIGHTY SCREEN FANTASY!



A beautiful woman in one hairy hand... on an airplane, pulled from the sky, in the other! The monster ape—tall as a steeple, rushes over streets and rooftops!

"KING KONG" is loose!

From an idea by EDGAR WALLACE and MERIAN C. COOPER With FAY WRAY ROSE ARMSTRONG BRUCE CAROT A COOPER-SCHODACK Production

NEXT CHANGE



The detective and the other fish both had to take water when the school marm from Iowa solved!

THE PENGUIN POOL MURDER

With EDNA MAY OLIVER Robt. Armstrong James Gleason Mae Clarke Directed by George Archainault. From an original story by Lowell Drummond and Sam Fisher. RADIO PICTURES David O. Selznick, executive producer

ANNA MAY WONG IN BRITISH FILM

Heroine Of "Tiger Bay"

Special Air-Mail Service

London, Sept. 19. Probably the first British film to have a Chinese heroine, "Tiger Bay" had an encouraging reception at its private view this afternoon. Anna May Wong completed this melodrama shortly before her recent visit to Scotland, and she regards the role as one of her happiest. Instead of representing the

TO-DAY AT THE CINEMA HONG KONG

King's.

"The Good Companions."

Queen's.

"Rasputin and the Empress."

Central.

"King Kong."

Oriental.

"Bird of Paradise."

KOWLOON

Star.

"Hell Below."

Majestic.

"Racing Youth."

COMING

King's.

"My Lips Betray."

Queen's.

"Nuisance."

"Pick Up."

Central.

"The Penguin Pool Murder."

World.

"Public Defender."

"Lovable Enemies" (Chinese Film).

"Three Who Loved."

Star.

"Oh Sailor Behave."

"Secrets of M.M. Blanche."

Oriental.

"13 Women, Irene Dunn and Ricardo Cortez."

THE BARRYMORE

Family Of National Actions

"Acting is the very life blood of the Barrymores." It is the sum total of more than a century of famous actors. So the best way to direct them is to let them alone and let them act. They instinctively know more than the average person can be taught in a lifetime. So says Richard Boleslavsky, the first man to direct John, Ethel and Lionel Barrymore together on the screen. The soldier-author-director was at the helm in the filming of "Rasputin and the Empress," Metro-Goldwyn-Mayer's spectacle of the fall of the Romanoffs, in which the noted Barrymores are seen for the first time films as a trio.

With Polish Lancers

Boleslavsky knows actors. For years he was a director in the Moscow Art Theatre. During the World War he served Russia with his Polish Lancers. He is the author of "The Way of a Lancer" and "Lancers Down," amazing chronicles of the wanderings of this famous unit. He photographed the drama of war from the air as an army cinematographer. He produced in New York such spectacles as "The Vagabond King" and "The Miracle." He knows the Barrymores. He knows spectacle. He knows the Russia of the Czar's regime.

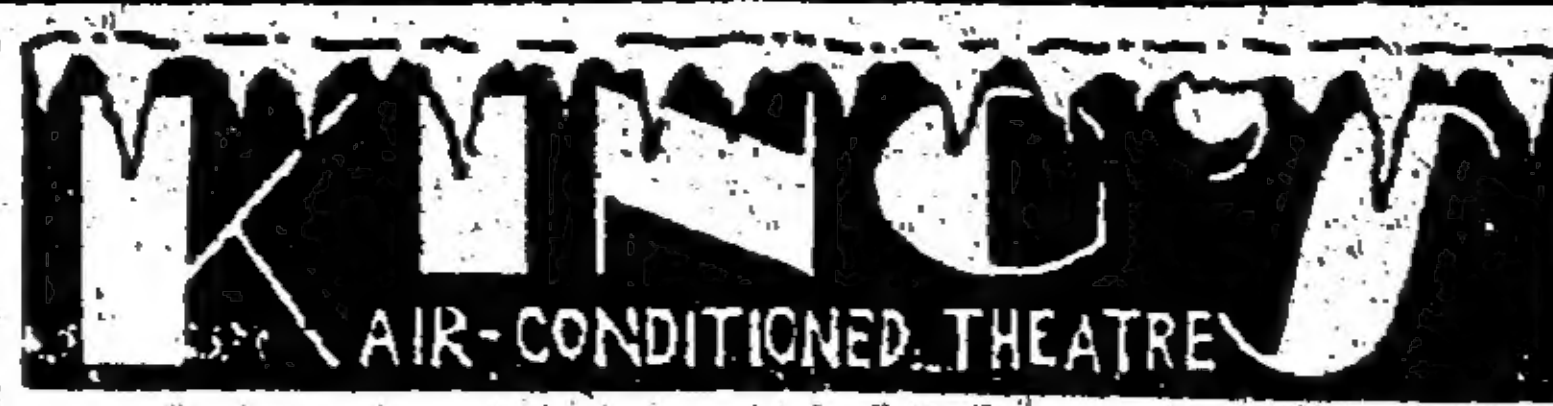
The thing that made the picture, though a very elaborate one, comparatively easy, explained Boleslavsky in a recent interview, "is that we stuck to facts. The principal characters were made up to be exact duplicates of the originals: John Barrymore as Prince Chegodieff, Ethel as the Czarina, Lionel as Rasputin, Ralph Morgan as the Czar-even the little Czarevitch the grand duchesses and the rest.

"The settings were authentic, exact copies being constructed of the Winter Palace, the cathedral, Rasputin's rooms, and so on. And the play is an echo of history with which the whole world is familiar. Thus, amid all the spectacle, we simply were filming human life in its true form. Ethel Barrymore knew the late Czarina, so played the role from a personal knowledge that made it almost inspired. That's one of the things about the Barrymores. They know people before they enact them. They deal with living people rather than with the tricks of stage and screen."

The new picture, in which hundreds appear in spectacular court scenes, a great military review, and the impressive cathedral sequence, is literally a historic account of the drama of Russia's last days as an empire.

villainess of the piece she appears as the Oriental guardian of a white girl for whom she eventually sacrifices her life. Although the drama tends towards artificiality and the scenery suggests the studio, Miss Wong takes advantage of all opportunities for sympathetic acting and does extremely well. She has a most agreeable talent for avoiding undue sentiment even when an avalanche of emotion seems inevitable, and knows just how to use a pair of exquisite hands

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THE "LOVE PARADE" OF 1933

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JONH BOLES and EL BREND'L

A FOX SUPERB PRODUCTION.

LILIAN HARVEY



"MY LIPS BETRAY"

At King's Theatre To-day

We wish to take this opportunity to remind our readers of the showing to-day of the Fox Film "My Lips Betray." Dainty Lilian Harvey is as winsome as ever in this picture and we feel sure you will be charmed with her in the role she portrays. The other leads are well cast; John Boles will delight you with his wonderful voice and your old favourite El Brendel, although in a minor role, is, as

funny as ever. It is a wonderful picture, and with such a cast you are assured of excellent entertainment.

There is to be an added attraction in the way of a competition for the ladies, and the Sincere Company are offering beauty outfits for the ladies whose lips resemble those of Miss Harvey. The "Marvelous" toilet articles are excellent and well worth trying for.

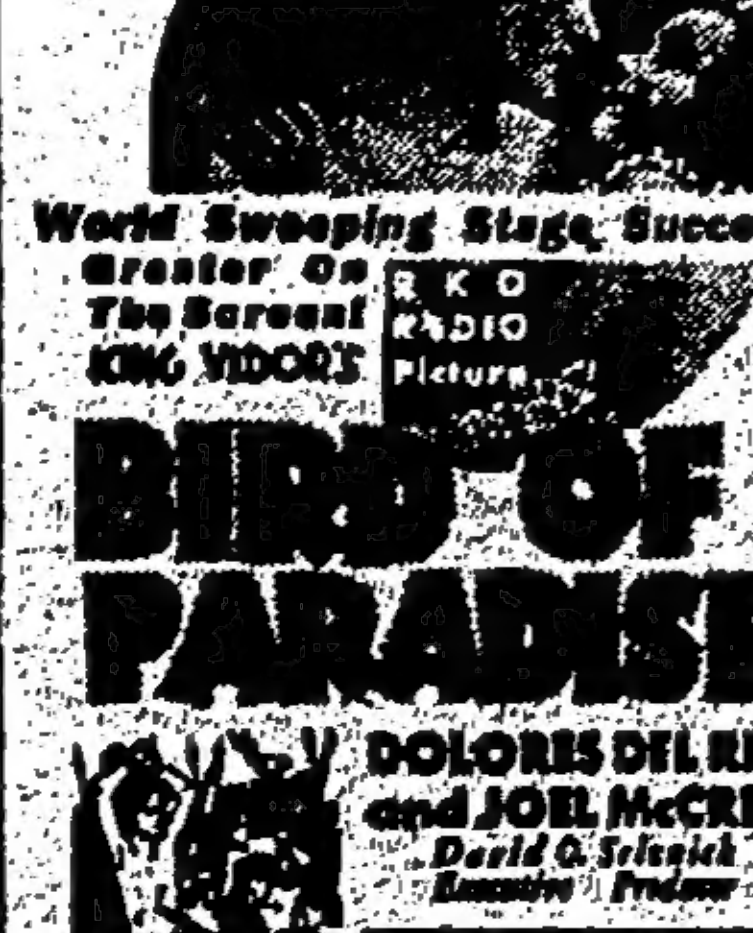
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RICHARD WALTON TULLY'S

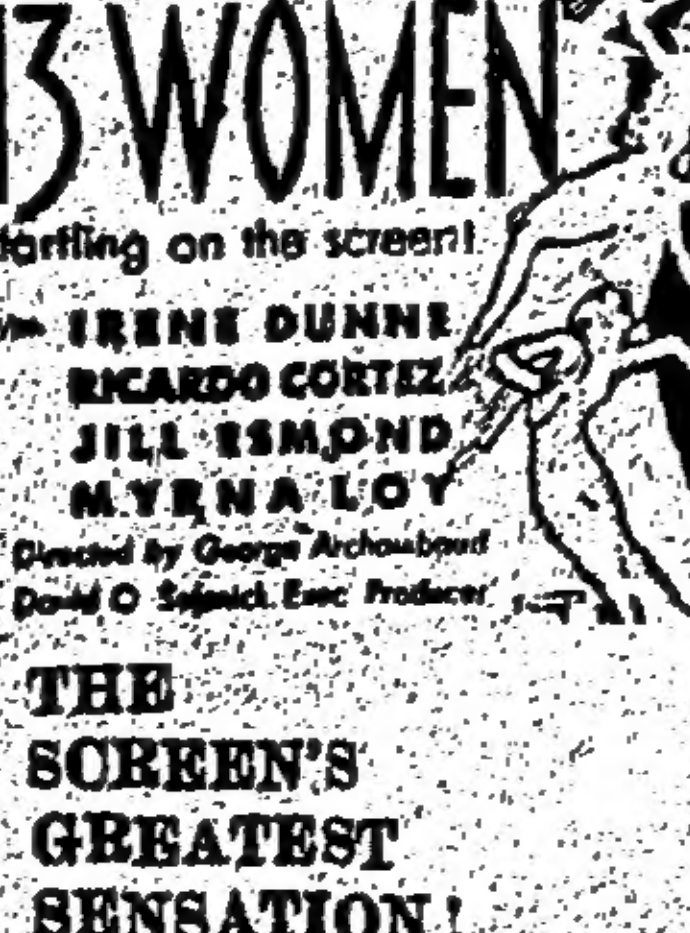


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NEXT CHANGE BUCK UP! LOOK UP! CHEER UP!... SING!



AL JOLSON HALLELUJAH! I'M A TRAMP!

MADGE EVANS FRANK MORGAN HARRY LANGDON

MILESTONE

SIX NEW SONG HITS IN THIS PICTURE

"HALLELUJAH, I'M A TRAMP!" "YOU ARE TOO BEAUTIFUL!" "I GOT TO GET BACK TO NEW YORK!" "WHAT DO YOU WANT WITH ME?" "SLEEPING BEAUTY!" AND "LAYING THE CORNERSTONE!"

MARLENE THE ARTIST

Don't Vulgarise Her Talent!

Special Air-Mail Service

London, Sept. 19. Writes a London critic:—Marlene Dietrich has her enemies. They point with not unreasonable disgust and scorn to her habit of parading in men's clothes; they allege that she owes much of her beauty to her cameramen and directors. (It is not disputed that the fascinating shadow on the Dietrich cheek is a piece of photographic trickery.) But when all has been said it remains true that the screen has never known a more supremely lovely woman. She is an artist using a perfectly controlled face and body as mediums through which her art finds expression. I hope that in her next film she will not be obliged to sink about cheap restaurants with a hand on her hip and a cigarette dangling from her lips. Because she did that sort of thing in "The Blue Angel" she is evidently condemned to blow smoke with a soul-weary air and droop smouldering eyelids on her fat admirers at least once in each film she makes. I begin to feel slightly tired of those big hats—scenes in "The Song of Songs" vividly recall parallel scenes in "The Blonde Venus"—and I do wish she would stop whining. The cabaret sequence in her new film is deplorably weak and compares badly with those in which she appears as an unsophisticated girl. Plenty of half-baked actresses can play "vamp" parts. It is time Marlene Dietrich was allowed to escape from them.

SOVIET-BALLOON GOES UP 12 MILES

Important Scientific Data Obtained

Kolomna, Sept. 30. Bearing new scientific data concerning conditions in the rarified atmosphere twelve miles above the earth, the great Soviet stratostat made a perfect landing in a field just across the Moscow river from this city early this evening. In a little less than nine hours the balloon designed and piloted by Soviet scientists reached an altitude estimated to be 19,000 metres and its crew of three working at top speed throughout the flight obtained information that may determine whether aircraft of any kind can navigate the upper regions on a commercial basis. The balloon named the U.S.S.R. which left the Prunze aerodrome in Moscow at 8.43 o'clock this morning landed here shortly after 5 o'clock this evening with its crew in perfect health and its mechanism intact.

ALMA TAYLOR'S ROMANCE

Meets Professional Dancer at Viennese Club

Special Air-Mail Service

London, Sept. 19. Miss Alma Taylor, the British film star, is acting in Vienna at present with a British cast in a film to be called "The House of Dreams."

One evening at a dance resort (says the film correspondent of "The London Evening News") she was recognised by a professional dancer, a member of an aristocratic Austrian family whose fortune has been affected by the change of circumstances in Austria since the war.

He asked to be introduced to her—and apparently they fell in love at first sight. For, it is stated, Miss Taylor has admitted to friends in letters that "It's true." "I'll tell you all about it when I return," she says.

Did Not Understand

Her friends expect an early announcement of an engagement. When they first met neither Miss Taylor nor her Austrian could understand each others language.

He has resigned his engagement at the Viennese night club now, and has expressed the intention of coming to London with Miss Taylor.

Alma Taylor, once the most popular of British film stars, has been in retirement for some time, but recently she has appeared on the screen again, and this present film gives her her biggest talkie part.

SIR CLAUD SEVERN'S WILL

(Special Air-Mail Service)

London, September 19. Sir Claud Severn, K.B.E., C.M.G., of Ewelme, Oxon, formerly Colonial Secretary of Hong Kong, who died intestate on April 8, aged 63, left estate of the gross value of £1,312, with net personalty nil.

LAMENT OF AN ORDERLY

Wants To See World Series Baseball

Washington, Oct. 3. At least one United States Marine does not want to be the first to fight—if there is a fight—in Cuba. Private First Class Edward Roche, long an orderly at the Navy Department, hopes for early calm in Cuba. "I have been waiting in Washington for eight years to see a World Series baseball game," Roche explained to-day, "as he gazed at a bulletin board announcement of fleet and marine orders issued preparatory to possible intervention in Cuba."—"United Press."

MAJESTIC THEATRE

Nathan Road, Kowloon. Tel. 57222 TO-DAY TO THURSDAY At 2.30, 5.20, 7.20 & 9.20 p.m.



BERT WHEELER BOB WOOLSEY

VOID EM JAIL!

With EDNA MAY OLIVER ROSCO ARLES, EDGAR KENNEDY David O. Selznick, Executive Producer

QUEEN AIR-CONDITIONED THEATRE

SHOWING TO-DAY At 2.30, 5.10, 7.15 & 9.20 p.m.

JOHN BARRYMORE



as Prince Paul, a role that wins him new fame

ETHEL BARRYMORE



as the Czarina, added fame to the stage's brilliant star...

LIONEL BARRYMORE



as Rasputin, a living portrait of unforgettable power

RASPUTIN AND THE EMPRESS

A Metro-Goldwyn-Mayer picture

with DIANA WYNYARD

NEXT CHANGE

LEGS... LAW... and LOVE



J. Phineas Stevens couldn't live without them!

Lee TRACY

THE NUISANCE

A Metro-Goldwyn-Mayer picture

with MADGE EVANS

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ECHOES OF 1859

18.—Supreme Court Comes In For Criticism

MARCH 10, 1859.

When an Administration shall have once touched pitch, its hands must be washed before it can be purged of the defilement, and unless some corrective be applied to the government of this colony, we really cannot fancy where matters will end. They are certainly getting from bad to worse in a most alarming manner, and how any man calling himself an Englishman can revile the press of the colony as going beyond its legitimate function in exposing the erratic unbecoming and dangerous proceedings of our legislature, is more than we care to answer.

So long as no suspicions, or rather convictions of wickedness and corruptions were attached to our administration, so long did our Supreme Court act as a conservator of public rights and a preventive to any illegal propensities the Governor might wish to indulge in. But when the administration had forfeited the respect of the Colonists by its unprincipled, disreputable behaviour, and had raised a spirit of resistance by its arbitrary and unjust acts, the Supreme Court by a strange fatality aided and abetted the Government in its headlong course to destruction. For the Chief Justice evidently fearing that the reins of Government would snap, and the restive Colonists breaking loose with a c in their teeth would bring about

some serious calamity. It is well known that so far from the Chief Justice having mixed himself up in any of those acts of the legislature, which have caused such stigma and disgrace to be attached to this Colony, he has invariably disapproved of and opposed them. Still his lordship appeared to have considered that the good of the state demanded that the Supreme Court should not be made available to resist them. We do not pretend to be capable of saying how far his lordship may be right or wrong, but this we know, that justice, if not law, has become completely unstrung, and how far the Supreme Court would have lent itself to our late wicked and corrupt administration, but for Chisholm Anstey, it is actually shocking to conjecture. Imbecility and vanity on the part of the Governor were the roots of all this evil. Imbecility in making over the reins of government to a temporary Colonial Secretary, a barrister in private practice, who scrupled not to make all ends subserve his greed for gain, and whom the Governor himself had denounced to the Attorney General as an unscrupulous usurer. Vanity in seeking to make all financial arrangements to the great prejudice of the Colony, and the detriment of its trade, subserve an inordinate craving to have "his name perpetuated in stone on the confines of far Cathay."

STRAITS SETTLEMENTS BUDGET

5 Million Deficit Expected In 1934

MALAY CIVIL SERVICE DEFENDED

Singapore, October 3. Although the Straits Settlements budget for 1933 showed an estimated excess of expenditure over revenue amounting to \$5,228,145 it is now anticipated that the revenue will amount to nearly \$294 millions and expenditure to a little over \$32 millions, so that the deficit on the year will be only \$24 millions. It is stated in the course of the annual review of the affairs of the Straits Settlements, which was tabled at yesterday's meeting of the Legislative Council.

This means that the surplus on December 31st next will amount to about \$64 millions. The cash available to meet the deficit on the budget and other commitments in 1934 will be \$36 millions. The estimated excess of expenditure over revenue in 1934 is just over \$5 millions.

RETRENCHMENT URGED.
In the course of the Budget debate, Mr. J. Bagnall said he did not share the popular view that the tide of trade had turned and recovery was in sight. "I see much more likelihood of a continuation of wages and commodity prices on present or even lower levels than of a movement towards the higher levels of four or five years ago."

He pointed out that the increase in value of the Colony's investments was due to manipulation of interest rates at home and probably would not last.

Referring to the report of the Retrenchment Committee and the recommendation of a 13 per cent. cut in personal emoluments he pointed out that some departments had not attained this figure and suggested that special enquiries should be made as to the reasons. "As regards public works extra-ordinary the Retrenchment Committee recommend that for 1933 and 1934 activities should be confined to completion of those works which had already been started and that no new money should be provided. As over \$4,000,000 is estimated to be spent in 1934 on these incomplete works considerable reductions should be effected in the remaining items and all works not absolutely essential should be removed from the list."

Dr. Noel Clarke spoke at length on the question of education with particular reference to the raising of the school fees and vernacular education. He adduced figures showing that the expenditure on education had not been substantially increased during the past four years. The idea that there had been extravagance in this direction was entirely unwarranted. In his opinion there had been parsimony.

SOCIAL EVILS.
He then went on to refer to social evils, and said "The Government is punctilious and particular in framing and making laws to protect, as it were, alien unfortunate who come here, but is Government making an effort to give similar protection to the rising generation of the different com-

munities who are resident here. I would like to know from the department concerned in this matter whether this new order of things, such as the closing down of brothels, is working smoothly and is not to the detriment and moral degeneration of the young, especially the females of this Colony. With such a heterogeneous population as exists and with a preponderance of males, I feel that the new policy will in time bring about a sad state of affairs in that instead of having unfortunates from without they will be from within."

Although the report of the affairs of the Colony showed a slight diminution in the incidence of venereal disease it was his experience that in fact such diseases were on the increase.

BETTING TAX.
Lastly he said: "I have a few words to say on the betting tax. Racing in this Colony cannot be looked upon as an industry. There are no studs and no breeding of horses and all the horses without exception are imported. Further, a very high percentage of those who make a living out of racing are not people of the country. Judging by the new race course at Bukit Timah and the palatial buildings there, I am sure the turf clubs will not suffer if Government increased this tax to ten per cent. at least. An increase of this tax would be preferable to the raising of school fees."

SALARIES.
Mr. Newbold referring to the question of personal emoluments raised by Mr. Bagnall said "My own opinion is that Government has not tackled the problem of reduction of the item of personal emoluments in the right way. I believe that a considerable reduction can still be made but there are signs that we are drifting towards an unsatisfactory state of affairs in regard to the Malayan Civil Service."

"If the analyses the personal emoluments in the new budget one finds that out of a total of \$18.8 millions the Malayan Civil Service costs us only a little over \$800,000. This is only five per cent. of the total. It is because I believe that the successful administration of the Government depends on the employment of the highest standard of officer for the M.C.S. that I view with concern the possibility of the merging of the M.C.S. in a common Colonial service. The method of recruitment for a common Colonial service will probably be designed to meet the requirements of Colonies who have simpler administrative problems to face than those of this country."

He went on to suggest that there was still scope for economy in personal emoluments and there were too many posts which did not entail "an honest day's work." There was also scope for saving by a careful scrutiny of costs in the matter of major public works. He suggested that it during the year

SINO-JAPANESE RELATIONS

Extrality Offer
Denied By
Mr. Ariyoshi

IMPORTANCE OF ANTI-
RED DRIVE

Shanghai, October 5th.—In an interview with the Japanese press, Mr. A. Ariyoshi, Japanese Minister to China, stated that contrary to the newspaper reports he could not believe, nor had he any knowledge of the statement attributed to Mr. K. Hirota, the new Foreign Minister, that Japan would voluntarily propose the abolition of extraterritoriality in exchange for a favourable revision of the present tariff schedule.

Regarding this point, however, Mr. Ariyoshi was very optimistic. "I believe the Chinese authorities are now carefully considering the present schedule," he said. "More time, however, must be given before they can reach any conclusion."

As far as the Manchurian problem before the League of Nations Council at Geneva is concerned Mr. Ariyoshi declared that he had received no special instructions to protest against the speech of Dr. Wellington Koo at Geneva.

GENERAL CHIANG'S DRIVE.
Mr. Ariyoshi places much importance on General Chiang Kai Shek's big drive against the Communists in Kiangsi and he thanks the future of the Nanking Government and also of General Chiang Kai Shek's position depends on the result of the drive which is to be started shortly. The Japanese Minister hopes that the drive will prove a success, if not a complete success. If General Chiang with his ample forces can drive the Communists out of the vast area now occupied by them and keep them within narrowly restricted limits it would mean a great success and improvement for China, according to Mr. Ariyoshi.

Mr. Ariyoshi is going to Nanking to attend the Double Tenth Festival there and within the next two or three weeks he will visit Peiping but there is no indication of returning to Tokyo, as has been reported.

TARIFF REVISION SOUGHT.
Tokyo, October 4th.—Mr. Koki Hirota, the Foreign Minister, has with the approval of the Ministries of War, Navy, Finance and others, worked out Japan's policy toward China, and is soon to refer it to the Cabinet Council according to reliable reports here.

Japan will agree on the abolition of extraterritorial rights in China, Mr. Hirota is reported to have decided. In the Foreign Minister's opinion China's anti-foreign movement was due to the discriminatory treatment by the abolition of extraterritoriality in China. Japan will seek an amendment to China's customs tariff, it is said. She will demand a new reciprocal tariff agreement with China, as well as the complete cessation of the anti-foreign campaign.—United Press.

conditions improved and revenue was found to exceed the estimate. Government might consider making a gift to the Penang Municipality for slum clearance purposes.

CHINESE NATIONAL DAY HOLIDAY TO-DAY

AT
SINCERE'S

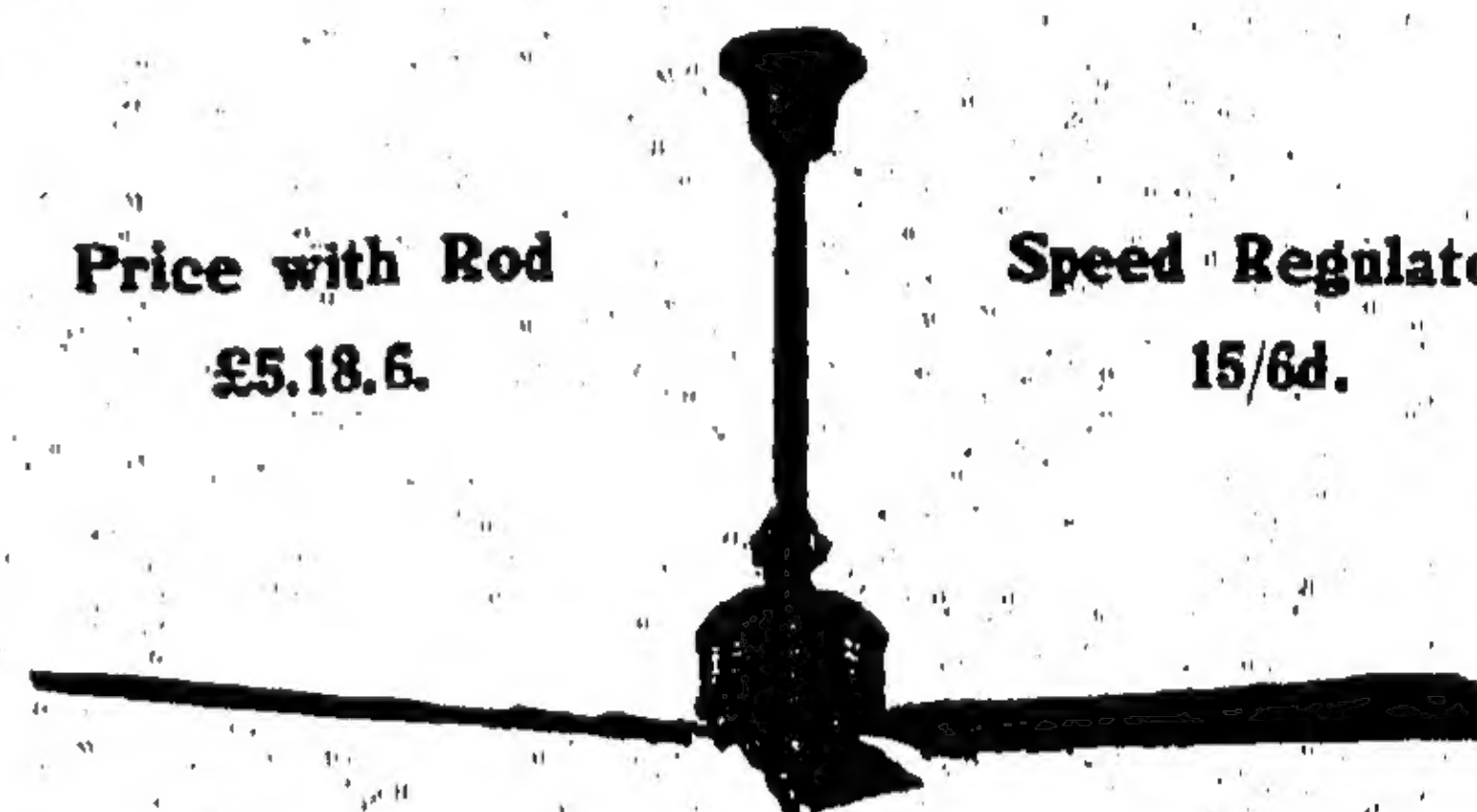
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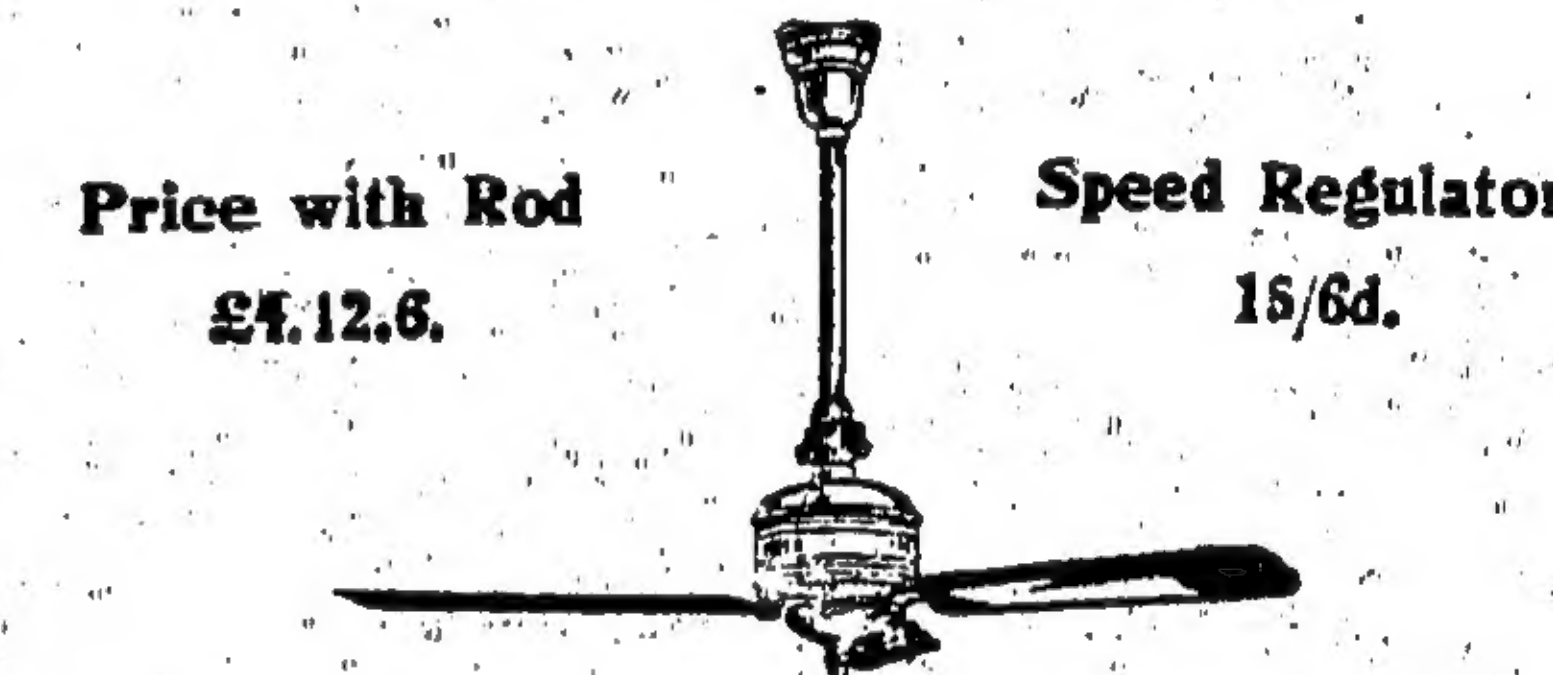
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JAPANESE IMPERIALISM ANALYSED

A Contrast With The American Attitude ISLAND EMPIRES GRIP ON PACIFIC

BY UPTON CLOSE

Honolulu, T. H., Sept. 16.—If the United States government had the same psychology and were carrying out the same policy toward its interests in the Pacific as the Imperial Japanese Government at the present time, we would take the Mandated Islands, South China coast and Formosa in order to assure the military and naval safety of the Philippines, and we would have to insist upon the reduction of Japan's naval fortress in the Bonin Islands in order to assure the Territory of Hawaii of safety from attack.

We would be convinced that every ship built by another country was intended to attack us; but that every ship launched by ourselves was in fulfillment of sacred obligation to maintenance of our nation as its sacred traditions. The Japanese mentality is produced by a combination of economic insecurity and conviction of Japan's divine mission in the world.

This little contrast in the mentality and actions of the two peoples shows what we are up against in dealing with Japan to-day. It shows what our army and navy are up against.

100 PER CENT WAR-MINDED
Japan has a population 100% war-minded, whether favourable to war or not. That is to say, the civilian population of Japan is always sympathetic with and behind its army and navy in its purely military and strategic problems. Every taxi-driver, film-developer and servant in Japan is on the lookout lest aliens procure intelligence detrimental to the defence services. Is this true on our side?—If the Japanese navy can take any advantage under the present treaties without causing a showdown the population of Japan is elated for it. But in America a lobbying pacifist organization watches our service more hostilely than even the intelligence agents of the Japanese.

Let the last slightly international minded cabinet minister be dropped from the government in Japan let the General Staff decide to double this year's naval program and then redouble, and the Japanese people, although groaning under the taxes, give the General Staff the benefit of every doubt. But an American organization will keep insisting that the American navy get out of the Pacific.

THE U.S. SERVICE

Yet, if a blow-up should come as suddenly as it came between Russia and Japan in 1904, when the Japanese navy leapt upon and sank the Russian fleet previous to declaration of war because Japan could no longer suffer Russian obstruction of Japanese plans in Korea and Manchuria, the American peoples would demand that their army and navy give them protection, a good accounting in the struggle and final victory. I have in my time inveighed plentifully against the myopia of the professional military man. But in all history there has never previously been a nation that was willing to put its defensive services in such a difficult position.

Can we blame American army and navy services called upon to maintain Hawaii as the American Gibraltar when they grow restive under conditions which might bring disaster in crisis? America is trying something in Hawaii which no other great nation has attempted or would attempt, and all honour to her idealism and I hope it succeeds. But suppose instead of idealism it is merely blindness and indifference?

How are the pearls compelled to look at it? Pearl Harbour is perhaps our greatest, and certainly our most important naval base. It is a "closed harbour." Yet fishermen have the right to enter and fish. Due to the labour situation here and contract regulations enforced upon the navy it is impossible to assure of any preservation of secrecy. It is equally impossible to assure against the planting and activities of agents of the Japanese War Office among the population of the islands. If the Japanese War Office did not take advantage of this situation it would merely, from the standpoint of all General Staffs, be negligent of its opportunities and its duty. This is no insinuation against the American citizenry of Japanese ancestry in the islands. They can be 90%—or 100%—loyal, and yet the military danger is inherent, just the same.

SUPER-VIRTUE

Take the situation in the Philippines. Said one American naval officer to me: "We don't get our orders from Washington. We get them from Tokyo!" He told me the following incident. I have been unable to verify it. A pump wore out somewhere in our Philippines naval establishment. That size and style pump was no longer manufactured. A pump to do the same work but with larger capacity was installed. Forthwith came a protest that America was breaking the non-further-forification provision of the naval limitation treaty. That pump had to be pulled out and the old model recast to order at several times the cost to the American taxpayer. Yet nobody asks the Japanese why they are building harbour works in the Mandated Islands which could not be justified on a commercial basis if those islands contained ten times their meager resources. The reason: Our State Department, scrupulous regarding treaty observance, passes upon every contested replacement made by our naval and military authorities in this area. But Japan's General Staff controls its Foreign Office—now more than ever since Mr. Uchida's resignation.

Again, six (if I got it right) American combat planes of the new type to "clean up" trenches were sent to the Philippines. The old air-plane carrier Langley, really antiquated, was to follow out as their "home." Protest from Tokyo through the U.S. State Department, Langley prohibited from joining Asiatic fleet. After a time combat planes had to be taken away. Yet Japan could put as many of these planes as she pleases in South Formosa within a half hour's flight of Luzon; our forces would not even know it. And if our navy buys cement from a Japanese firm to replace cracked gun emplacements every newspaper in Japan accuses the United States in big headlines of breaking the limitation treaty!

Thus do the odds pile up against our anxious service. The most significant thing of all that I have heard is that the Japanese navy can steam out of sea en masse and be completely lost for three weeks. Japan's General Staff knows pretty well where every American ship is every day. It would be as impossible to effectively "lose" a large American fleet as to lose Mt. Tan-tai.

U.S. AT A DISADVANTAGE

Why are our services at such a disadvantage? There are some sweeping reasons. First, we are operating in the potential enemy's world. We are entirely enveloped by Japanese population, Japanese fishing fleets, Japanese islands. Japan rectified her position in a similar respect by taking by force Manchuria and annexing the Mandated Islands. General Araki implies more must be taken for "national security."

Secondly, even more important, every Japanese subject is war-minded. He bears in mind that his nation's destiny is likely to be determined by an appeal to arms. Such a thought hardly occurs to Americans. Every Japanese is potentially behind, co-operative with the Imperial army and navy. Proud to be so. Most Americans are supercilious toward, and many are actually hostile to, the services under the Stars and Stripes. So until the great crisis comes. Then there will be a scramble. And so our army and navy have to do the best they can until a great crisis brings them the true backing of their people. Here is the crux of the situation in the Territory of Hawaii. No army, or navy officer whose viewpoint is worth consideration wishes American institutions impaired in these islands. Yet every high-minded officer knows that civil authority in the islands may at any time be subject to political manipulation which could vastly increase their difficulties. If their position should become too insecure there would be nothing for them to do from the intelligent military point of view but to withdraw their first line of defense from the Territory.

JAPAN'S PREPARATIONS

Japan is making every preparation for every contingency. The people of America and of the Territory of Hawaii are not making preparation for the great contingency Japan's Inner Cabinet has in mind; they are just hoping it won't happen. I lift my glass with heartfelt wishes to their hopes. Yet they want the army and navy

WORDING OF A CHARGE-SHEET

Dates Must Be Given

An interesting point regarding the wording of a charge-sheet was brought up by Mr. Balfour at Central Magistracy yesterday in the course of a case in which Sin Choi Lin was charged with stealing 133 plates from a store in Hai On Street, and Ng Sze Tim was charged with receiving them.

After hearing the police statement and defendant's evidence His Worship discharged the summons against Ng for receiving.

Regarding the charge against the first defendant, S. I. Fender said that the accused had been arrested following suspicion being cast on him. He had been breaking into the shop and stealing the plates almost every night for a month. He admitted stealing the stuff and he took the police to the second defendant's shop when the property was recovered.

His Worship: I must get some evidence against him. I am not bound to take his plea of guilty. I think there should be a date given and some evidence, apart from his own admission.

S. I. Fender: "Well, there is this date—from Sept. 1 to Oct. 3. The charge was then re-read to defendant with these additions.

His Worship: "In a proper charge the store-keeper will have to put down every date he stole them. It will remain the charge three days and then perhaps you can give some dates."

STEALING DAIRY FARM BOTTLES

Thief and Receiver Punished

For larceny of 20 milk bottles from a lane at the back of the Alexandra Cafe, on Sunday, a Chinese named Chan Du was sent to prison for one week and bound over for one year in \$50. On a charge of receiving them Li Kong was fined \$50.

It was stated that on Sunday morning the first defendant was seen in No. 12 Lascar Row by a District Watchman selling the bottles to the second defendant. The bottles were taken from a lane at the back of the Alexandra Cafe, in both English and Chinese.

A new and bigger ferry boat has been ordered by the head-office of the Shanghai-Hangchow Highway for the Mingchow ferry service. Built at a cost of approximately \$80,000, the new ferry-boat is capable of carrying ten motor cars and over 100 passengers at a time and will be placed on service next Wednesday, according to the Chinese papers.

here. They want protection if what "must not happen" does happen. And, of course, a cynic from outside might observe, a flourishing Japanese menace plays a large part in the income, prosperity and contracted-living of the islands. Without it, the Federal Government would keep 2,000 here.

Mixed motives. Unclearly outlined hopes instead of clear definition of the risks; instead of bold decision to take them or frank decision not to take them. And a navy and army waiting facing a navy and army which instructs its government and is secure in popular devotion. Such is the situation.

There is no parallel in the world. Did Japan let the original American settlers control local government in the Bonins? No, several times. Does Great Britain, with a fraction of the potentialities, let local politicians control in Aden or Gibraltar? No.

We are trying to do something different. We are trying to make the population in Hawaii full American citizens, as well as persons technically possessing full American rights. Or, are we? I find a great lack of consistency even here. Next time, I'll point it out.

Meanwhile, the answer rests with Japan's Inner Cabinet. It is taking all the initiative. If it stops pushing out against the world in such bald fashion (every development is the other way) if it abandons force as a national weapon (I who know what is on in Japan feel a bit absurd using this phrase even with an "if") then the problem of racial pluralities in Hawaii will be nothing more than in Chicago or Alabama (had enough!) and it will be taken care of as part of the general evolution of government in the North American Republic.

HOW TO READ THE GOSPELS VI.

About Sin And Failure

1. INADEQUATE TEACHING IN PAST

Preaching on Sunday in St. John's Cathedral, Bishop Hall said:—

Nature abhors a vacuum and knows no emptiness. Air will always be drawn into an empty place. So it is with the "thought-life" of men. The history of religion in England in the last century has seen this happening. The thought and teaching of the Church left three empty places. They have been filled up by so called new religions. The most significant of these three is Christian Science. The Church failed to teach the truth as it is in Jesus, about the value of physical health and the power of the spirit over the body. This left a vacuum. Christian Science is filling that vacuum. It is a very healthy reminder to the Church of her failure to secure the full balance of our Lord's teaching and practice in our life and thought.

Similarly, Protestant Christianity has been timid in its thinking about our relationship with those who have passed on. Prayers for the dead have been regarded as a form of idolatry. Many Christians who were bereaved so violently during the war years could not stand this vacuum left by the Church; in consequence there has been a great increase in Spiritualism. Spiritualism like Christian Science is a valuable reminder to us. It emphasises the fundamental facts of love and the eternal life of the spirit.

In the same way Theosophy has arisen to fill the vacuum left by our inadequate handling of the problem of sin and failure.

These three religions all suffer from the same defect. They are man-centered and not God-centered. Christian Science comes very near materialism in its emphasis on physical health; sometimes appearing to make the spirit subservient to the purposes of the body. Spiritualism, in the same way, centres on our relationship with departed spirits rather than on our relationship with God in the communion of Saints. In the same way, Theosophy is directed towards the achievement through many incarnations of a perfect selfhood, in which man, the perfectly accomplished man, is the measure of all things.

The Church has been right in proclaiming the centrality of God, His Love, His Reality. His claims on the life of man. We need the emphasis of Christian Science, Spiritualism, and Theosophy, to call us back to the limitations of our teaching. And they need in our judgment the central message of the Church with its emphasis on God, if they are to escape from the pettiness of a man-centered cult.

It is of the gap in our teaching which Theosophy exists to fill that I would speak to-night. Can we fill the gap in our Church by a new understanding of Jesus' ways, Jesus' views?

JESUS' CONFLICT WITH EVIL

Jesus' life after His baptism opens on two notes. The voice which says to Him, "Thou art the Son of God," and the other voice which He recognises as the voice of Satan. For forty days, and forty nights He is tempted in the wilderness. This conflict continues throughout the Gospels. Think what it means to Him to be accused of casting out devils through the Prince of the Devils. How clear His answer rings out: "about a house divided against itself? He goes on to describe Satan as a strong man armed upon whom a stronger than he has come. He says that He, Jesus, has taken away from Satan the armour in which he trusted. This conflict becomes more intense on Calvary. How terrible it must have been to face the evil passions of the crowd, with the callous cruelty of the soldiers, the mean delight of the religious leaders in defeating their enemy, and the cruel evil of physical suffering on the Cross itself.

SONSHIP FOR PERFECTION

The life of men as Jesus lived it and interpreted it is then a struggle between God and the evil in the world. God's purpose is that men should live as His sons. The power of evil is always tempting them away into a far country. But the mastery remains with God, not because He is God, but because of the kind of God He is. He forgives, He suffers, He dies. Jesus Christ claimed that His way was the finger of God; which is stronger than all the armour of evil. In so doing Jesus has changed the world's views of God-likeness. But unfortunately, the Church has been so influenced by pre-Christian views of God's dealing with evil that she has in the main presented a God who deals with evil like

a King or Judge: The Church has at least been faithful to Jesus in this. It has taught that it is vital to conquer evil, not because the far country is an unpleasant place to live in, but because we were made by the Father to share the life of His home.

The first thing then that we find in the Gospels is a picture of human life as Sonship: Sonship to the Most High; and evil as the enemy of that Sonship. God is almighty because He deals with evil, not as a King with his subjects, but as a Father with His Sons. Evil is real; but God is more real. His love makes Him master of evil.

To the question, where does evil come from? There is no answer. To the question, "how can evil be dealt with?" There is the practical answer of God dealing with evil and overthrowing its power over men.

FAILURE

From that standpoint may I deal with three points: (1) The first is "Failure."

(2) The second is "Sins."

(3) The third is "Sin."

1. FAILURE is a real thing; and the sense of failure is a crippling thing, making future failure more and more inevitable. But Jesus takes for granted that sin is real; that there is something as different from failure as missing a train is different from never going near the station. We know that we have not just lost our way in the dark, we have deliberately gone against the light.

2. SINS—Jesus' interest is not in assessing sins, but in getting the burden of them off our shoulders. And here He treats both sin and failure alike, because they are both past. Jesus freed Mary, Zaccheus, and Peter, and probably many more, from the power of the past. This He did because life to Him was God-centered. And what matters to God is not our past sins, but our present absence from home. Unfortunately, in the Church this has not been our way. The adulterer is outcast; the bitter, the proud, and the selfish can grace our pulpits and kneel at our altar rails. The drunkard and the foul-mouthed say, "I'm not your sort padre." The prejudiced, the selfish and the mean are called, "Good Christians," but not perfect you know.

3. SIN—But if failure and sins are of the past, SIN is very much present. And this is the surprising and startling thing.

That is the heart of Jesus' challenge to-day. He does not appeal first to our minds; or to our wills. He appeals direct to our power to appreciate light when we see it, and to recognise it for what it is, and to walk in it. It demands from us an intense emotional honesty.

I speak to you to-night as a friend and brother who understands what it costs. I beg you to allow your emotions their freedom, that you may be as honest in your emotion as in your thought. You will not then be afraid to find both emotional and intellectual freedom in the odd company of the Nazarene.

LOITERING AND POSSESSION

A Tell-Tale Pair of Pincers

Chan Po, an unemployed Chinese, appeared before Mr. Balfour at Central Magistracy yesterday morning on charges of loitering and possession of a pair of pincers, likely to be used for unlawful purposes. He denied the first and admitted the second charge.

Yui Man, employed at the Kwong Po Yuen shop in Mercer Street said that he was sleeping in the third floor of No. 24 and heard a noise on the fourth floor, which he knew to be untenanted. He looked out and saw the defendant who ran away. After a chase he was arrested.

District Watchman Lau Yam Gam gave evidence of the arrest. He said he asked defendant how he had pried open the door by which he had gained admittance and the latter said: "with a pair of pincers."

Chan Po: "I only made that admission on being assaulted."

District Watchman: "I must touched him."

His Worship fined defendant \$50 or one month on the first count and the same on the second.

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THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONG KONG.

A Paper entitled SURVEYING & TOPOGRAPHICAL SURVEYING

will be read in the Institution

by

LIEUT. COMDR. G. H. GANDY, R.N. (retired)

on

THURSDAY,

12TH OCTOBER, 1933, at 5.45 P.M.

Members and their friends are invited to be present.

(1870)

PUBLIC LECTURE.

A public lecture will be delivered by Dr. Khalid Sheldrake, Life President of the Western Islamic Association of London at Lane Crawford's Restaurant on Tuesday, the 10th instant on "Islam and other Religions".

All interested are cordially invited.

U. RUMJAHN,

Chairman of the Board of Trustees of the Mosque.

(1869)

REMOVAL NOTICE.

HONG KONG & SHANGHAI BANKING CORPORATION.

ON and after the 11th instant the business of the above Corporation will be carried on in the Old City Hall Building adjacent to the Present Building.

Entrance to the premises will be from Queen's Road.

L. N. MURPHY,

Acting Chief Manager.

(1858)

NOTICE.

MR. D. G. GLENN ALLEN, M.A., A.C., has this day been authorized to sign on my behalf per procuration.

A. C. FRANKLIN, J.R.C.

Hong Kong, 5th October, 1933.

(1864)

HONG KONG TRAMWAYS, LIMITED.

NOTICE—LOST CERTIFICATE—50 SHARES.

NOTICE IS HEREBY GIVEN that Certificate No. 11781 dated June 22nd, 1933, for 50 shares numbered 31460/31514 registered in the name of LAW HON YEE has been reported LOST OR DESTROYED.

ED and NOTICE IS HEREBY ALSO GIVEN that unless the said Certificate is produced at the registered Office of the Company within THIRTY DAYS from the date of this notice the aforesaid CERTIFICATE No. 11781 in the name of LAW HON YEE will be deemed and declared CANCELLED AND OF NO EFFECT and an application lodged with the Company for the issue of a duplicate certificate in respect of the said shares will be proceeded with in the usual course.

HONG KONG TRAMWAYS, LIMITED.

W. F. SIMMONS,

Secretary.

Hong Kong, 28th September, 1933.

(1858)

HONGKONG TRAMWAYS LIMITED.

NOTICE—LOST CERTIFICATES—200 SHARES.

NOTICE IS HEREBY GIVEN that Certificates Nos. 11781 and 11782 dated June 22nd, 1933, for 200 shares numbered 38999/39008 and 39009/39018 registered in the name of Mrs. CATHERINE PADEN BURNIE have been reported LOST OR DESTROYED AND NOTICE IS HEREBY ALSO GIVEN that unless the said Certificates are produced at the registered Office of the Company within THIRTY DAYS from the date of this notice the aforesaid CERTIFICATES Nos. 11781 and 11782 in the name of Mrs. CATHERINE PADEN BURNIE will be deemed and declared CANCELLED AND OF NO EFFECT and an application lodged with the Company for the issue of duplicate certificates in respect of the said shares will be proceeded with in the usual course.

HONGKONG TRAMWAYS LTD.

W. F. SIMMONS,

Secretary.

Hongkong, 28th September, 1933.

(1823)



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HONG KONG, OCTOBER 10, 1933.

THE DAILY PRESS.

HONG KONG, OCTOBER 10, 1933.

THE WARNING

No man living speaks with so great authority on the question of peace and disarmament as Mr. Baldwin.

This is because he is neither a fanatic nor an expert. He is not, like Lord Marley, a fighting man who has been over-converted by direct contact with the horrors of war, nor has he, like Mr. Ramsay MacDonald, any association with the life-long pacifist.

An equally wide gulf separates him from the aggressive type, like Mr. Winston Churchill, who are aware of both the dangers and horrors of war, but, deep down, regard it as a splendid and jolly adventure, in which they will bear a leading part, if the need should come.

Mr. Baldwin, one knows, disbelieves in a small war to prevent a big one. He sees, however, that if war does come, through folly in time of peace, that it is often worse to be a neutral than a combatant.

A Great Power, in fact, has to be armed and ready to fight, if other Powers insist on menacing its integrity. Thus if disarmament fails, if Japan and America persist in a race of naval forces, if Germany and France, Russia, Poland and the Balkan States pursue, over the swamps and marshes, that will-o'-the-wisp, security by armaments, Mr. Baldwin will no doubt move the special supplementary estimates needed to bring the British Fighting Forces up to the standard set by the other Powers.

There are many theories about the effects of putting a nation on a war footing. There are those who say that it is weakness, not strength, that cause war; that France, Germany and England would never have come to blows, but Russian corruption and disorder, the internal stress of the Aus-

tro-Hungarian Empire, and the perpetual turmoil of the Balkans, dragged the three more highly civilised countries into war. Equally it can be argued that if China were stronger the Far Eastern situation would not be an erupting volcano, and that it is Japan's overwhelming strength that keeps the world at bay.

Unfortunately the whole of human history—the record of human nature as expressed its political actions—runs counter to the doctrine that preparation for war secures peace.

Mr. Baldwin's warning that re-armament must end in war, will only be believed if human nature has so changed, that nations when given weapons will not use them, as invariably they did in the past.

Even with individuals the same law applies. When fashion dictated, in France and England, the wearing of swords, duelling was rampant. Gunmen, like cowboys of the past, are always ready to use the weapons they carry.

No nation has forged an instrument of war and restraint from using it. When the God-fearing Cromwell re-built and re-organised the British fleet, it became necessary to fight the Dutch and to threaten the Pope.

In the distant past, small nations with long and quiet histories, like Persia, Egypt and the Mesopotamian states had a habit of periodically breaking out into aggression under a Ramesses, or a Sargon, or a Cyrus the Great.

For a time, each in turn menaced the world, and when the conqueror died his successors went down before a hostile coalition, and the country resumed its old insignificance.

The histories of Spain, of Sweden, and in certain periods, France and Britain, tell the same story of the creation of great war machines, usually for aggression, though sometimes for defence only, but if not dismantled by the Home Government at the first opportunity, ultimately it was used again, and beaten.

There is in history no record of a great fleet or a great army that never fought, and by its mere existence kept the peace.

Is there any reason to suppose that human nature has improved to such an extent that the nations can safely indulge in the luxury of brandishing not swords and muskets, but aircraft and high explosives? Nationalism is burning more fiercely than ever before, industrial self-sufficiency, and the

ANNOUNCEMENTS

BIRTHS.

HOSKING.—On September 12, 1933, at Paignton, South Devon, to Eileen, wife of H. W. Hosking, Chinese Maritime Customs Service—a son.

HALE.—On October 3, 1933, at the Country Hospital, Shanghai, to Mr. and Mrs. W. A. Hale—a son.

BORSBERRY.—On Wednesday, October 4, 1933, at the Country Hospital, Shanghai, to Mr. and Mrs. J. R. Borsberry, a daughter, John Esther.

LINGARD.—On October 1, 1933, at Chingmual, Siam, to Mr. and Mrs. H. Lingard (nee Milligan), a son.

THOMSON.—On October 3, 1933, at the Country Hospital, Shanghai, to Mr. and Mrs. C. R. W. Thomson, a daughter.

FAVACHO.—On Sunday, October 1, 1933, at the Paulan Hospital, Shanghai, to Mr. and Mrs. G. R. Favacho, a son.

OBITUARY

Mr. Morris Hillquit

U.S. SOCIALIST LEADER

New York, Oct. 9.

Mr. Morris Hillquit, the famous Socialist pioneer in the United States, died at his home on Riverside Drive, New York, yesterday, at the age of 64.

He immigrated from Riga in 1864, and graduated in Law, practicing in New York since 1893.

He led the Socialist movement for many years, and in 1917 was Socialist candidate for Mayor of New York City.—*Router.*

THE REDS IN KIANGSI

Drive By Nanking & Kwangtung Troops

(From Our Special Correspondent)

Canton, Oct. 8.

Merchants here have shown much interest in the efforts of Chinese manufacturers and salt-fish dealers in Hong Kong in urging the Nanking authorities to reduce the customs duty on their imports to Canton and other places in this province.

Representatives of the salt fish guild in Hong Kong went to Nanking some time ago to petition the Ministry of Finance for a reduction of duty on salt fish and telegraphed back that their mission is likely to be a success.

Manufacturers in Hong Kong are said to be preparing a petition to the Canton authorities asking for a reduction of tariff on their goods as an encouragement to the industries of "overseas Chinese." They pointed out that although their factories are in British territory, their capital is Chinese and all the workers are Chinese.

It is said that Chinese manufacturers in Hong Kong may send a deputation to Nanking, if the mission of the salt fish dealers achieves their object. In commercial circles here, it is felt that should concession be granted to Hong Kong industrialists, they will get the benefit of cheap raw materials there and immunity from various Chinese taxes and can successfully compete with local manufactured goods.

tariff wall have provoked wars in the past. The old aims, ambitions and suspicions still animate nations and the heads of military machines still promise victory in a month.

England has known four periods of peace, under Elizabeth, for the first thirty years of her reign, under James I, again when Robert Walpole was virtually dictator, and under Victoria from the Crimean War till the Boer War.

There was provocation to war in all those periods. Elizabeth was badgered to head a Protestant Coalition, James I to help his son-in-law in the Thirty Years War, Walpole to intervene in the war of Polish Succession, and Victoria's ministers to side with the Southern States of America against the North.

It may be a coincidence, but at all those times, the British fighting forces were at their lowest ebb of efficiency, though on the other hand, no other nation was directly menacing our existence.

A CONTRACT GOES WEST

Wolfram & Tungsten Agreement Scrapped

(From Our Special Correspondent)

Canton, Oct. 8.

Five Nanking divisions have reached a point south of Nanchang to strengthen the government forces in the coming offensive against the Communists in South Kiangsi, while at the same time the Kwangtung and Kwangsi divisions in On Yuen and Chum Woo, South Kiangsi are preparing to storm Wui Cheong (Hui Chang), a Communist stronghold.

More Nanking troops will be sent down to participate in the struggle, because General Chiang Kai-shek, Chairman of the National Military Commission, who is anxious to clean up the Communists in Kiangsi, who have occupied over fifteen counties and have stood as a barrier between Nanking and Canton.

The Communist belt in Kiangsi has divided up the province into North and South. In the North are the troops of General Chiang Kai-shek, and in the South those of the Kwangtung borders are five Cantonese divisions and one Kwangsi division.

As Nanking influence does not extend south of the Communist belt, the administration of the towns and counties in South Kiangsi is undertaken by the First Group (Kwangtung) Army. A special administrative bureau with headquarters at Kan Chow, South Kiangsi, has been created and will be in the charge of a sectional chief from the Provincial Department of Finance.

Meanwhile, the Cantonese troops are planning to launch an attack on Wui Chang, without passing through Kwan Mun Ling, another Red stronghold. If a direct course is taken from On Yuen, Kwan Mun Ling has first to be tackled, but by swerving on to Wui Chang, the Reds units may be isolated from each other.

THE SINCERE CO.'S GIFT

For Lips Like Lilian Harvey's

The Sincere Co. are offering prizes to the contestants of the Lip competition for European and Chinese ladies being held in connection with the Fox picture "My Lips Betray" which starts its run to-day at the King's Theatre.

There will be a first and second prize for European ladies and first and second prize for Chinese ladies. The prizes consist of the well-known marvellous outfits put by Richard Hudnut, known this world over for their excellence.

All ladies are requested to call at Sincere's, Toilet Goods counter, to make the necessary lip impression. Every competitor will be entitled to a free sample box, comprising five pieces of the marvellous beauty preparations. Particular for the contest will be dropped from an aeroplane to-day. The lady whose lips resemble nearest to those of

(Continued on next column)

LOCAL AND GENERAL

Fa "trick-cycling" in Hennessy Road in a manner dangerous to the public, Lei Chuen was fined \$10 by Mr. Balfour at Central Magistracy yesterday.

Mr. B. T. Boothby, China representative of Messrs. The British and Chinese Corporation Ltd., Shanghai, is now in Tientsin and is shortly returning to Shanghai.

In the course of his career as chairman of the London divorce court, Lord Merrivale, who is now retiring at the age of 78, has heard over 11,000 divorce cases.

Cheh Lien, a Chinese male was fined \$800 (or six months imprisonment) by Mr. Balfour at Central Magistracy for larceny of electrical accessories from 186 Queen's Road West.

An official attached to the Nan-tao office of the Greater Shanghai Bureau of Finance was put under arrest of officers of Public Safety Bureau on a charge of misappropriating over \$20,000 of public funds. The arrested man will be brought before a law court for trial.

According to a Tientsin report to the "Shun Pao," the Japanese military authorities have acquired a large tract of land in the neighbourhood of that port for the purpose of constructing an aviation field. The area covers 1,050,000 square feet and is capable of holding 1,000 machines. The land in question was owned by a Chinese who sold it to another Chinese, who in turn, having bought, in his own name of Yang, leased the land to the Japanese. The authorities are making inquiries.

THE ROYAL NAVY

Aircraft Carriers Command

London, Sept. 19.

Rear-Admiral R. G. H. Henderson, C.B., will haul down his flag in H.M.S. COURAGEOUS to-day on completing two years as Rear-Admiral Commanding Aircraft Carriers. The appointment of Rear-Admiral the Hon. Sir Alexander Ramsay as his successor, which was postponed from August 31, takes effect to-day.

The COURAGEOUS, of which Captain Brian Egerton remains in command as Flag Captain and Chief Staff Officer, is to leave Portsmouth next Tuesday for the naval and air exercises.

Rear-Admiral Henderson was the first occupant of the post he gives up to-day, and the First Lord has stated that the appointment of a Rear-Admiral, Aircraft Carriers, has resulted in marked progress in the investigation of a number of important problems in naval air work.

The arrangement whereby the three largest aircraft carriers must work together in the Mediterranean and during the spring cruise is being continued. Although attached to the Home Fleet and in immediate command of the carriers in that force, the Rear-Admiral also acts as adviser on air questions to the Commanders-in-Chief abroad.

Lieutenant Commander A. T. G. C. Poachey, who has been Flag Lieutenant and Squadron Signal and Wireless Officer with Rear-Admiral Henderson, is reappointed under Rear-Admiral Ramsay. He joined the Navy as a special entry cadet from Hailbury in September, 1914, and during the latter part of the War was Flag Lieutenant to the late Vice-Admiral de Robeck in H.M.S. KING GEORGE V, Grand Fleet, where he was shipmate with Sir Alexander Ramsay, who was Flag Commander. Paymaster Lieutenant Commander B. O'Farrell Gregory, who will be secretary to Sir Alexander, was until recently in the cruiser Sussex in the Mediterranean, and was secretary to the Rear-Admiral when Commodore at Portsmouth Barracks in 1930-31. He had been in the Service since July 1914.

HOME FLEET STAFF

The change in the command of the Home Fleet will take effect to-day when Admiral Sir William Boyle will succeed Admiral Sir John Kelly on board the Nelson at Portsmouth. Tomorrow, the new Commander-in-Chief will join his fleet at Portland, and on Tuesday next will take it to sea for the first time.

Some personal notes have already been given concerning the principal members of Sir William Boyle's staff. His Chief of Staff is Captain T. F. P. Calvert, D.S.O., with the rank of Commodore, 2nd class. The Captain of the Fleet is Captain R. W. Oldham, O.B.E., late Chief of Staff in the Plymouth Command. The Flag-Captain is Captain Patrick Macnamara, late Naval Attaché to the British Embassy in Washington.

Paymaster Commander E. B. Elstob, O.B.E., is the new Secretary to the Commander-in-Chief, in succession to Paymaster Captain R. M. Boxer, C.M.G., M.V.O. He served with Sir William Boyle as Secretary in previous commands at Devonport Barracks, in (Continued on next column)

Lilian Harvey will be the winner. Lt.-Col. H. L. Morrow of Hong Kong "Daily Press" has kindly consented to act as one of the judges in the forthcoming competition.

NEWS SUMMARY

The Double Tenth Holiday is being observed to-day. Page 10.

A Central Magistrate, yesterday, the magistrate commented on the necessity of wording a charge properly and putting in the date of the crime alleged. Page 7.

An outline of the Straits Settlements budget for 1934, in which a \$3 million deficit is expected will be found on page 6.

Sir Cecil Clementi's views on rubber restriction, as stated to the S.S. Legislative Council appears on page 7.

An account of the way in which two American soldiers at Manila, hooked and landed a 1,000 lb. shark appears on page 9.

Chinese Police Reserve Orders appear on page 12.

Two little mishaps to the Canton-Kowloon express on Sunday made it an hour-and-a-half late in arriving at Canton an hour and a half late in returning to Kowloon. Page 11.

An outline of the European Y.M.C.A. programme for the winter season appears on page 11.

An interesting and instructive lecture on "Cholera Prevention in China" was delivered by Dr. Wu Lien Teh of the National Quarantine Service, Shanghai, at the University yesterday. Page 12.

The Shanghai lawn bowls team beat Civil Service C.C. yesterday by 27 shots to 19. Page 10.

The First Battle and First Cruiser Squadrons, and in the Reserve Fleet. In 1930-31 he was squadron account officer in the Atlantic Fleet Station, and for the past two years has been at the R.N. College, Portsmouth. During the War he was on the staff of the Commander-in-Chief at Portsmouth and also Secretary to the Admiral-Superintendent at Dover.

The new Flag Lieutenant is Lieutenant G. C. Colville, late of H.M.S. Renown. He entered Osborne in May, 1917, and in January, 1922, was appointed midshipman to the Iron Duke, then flagship of Admiral de Robeck in the Mediterranean. Promoted to lieutenant in 1927, while serving in H.M.S. Enterprise in China, he was appointed in 1930 to the Vanguard, Atlantic Fleet, and in 1932 to the Renown. Lieutenant Colville is the eldest son of Admiral the Hon. Sir Stanley Colville, Vice-Admiral of the United Kingdom, and is a brother of Paymaster Lieutenant R. Colville, now on the staff of the Commander-in-Chief, Mediterranean.

LANGUAGES PASSES

Captain E. S. Bingham, M.C., of the 1st Battalion, The Queen's Royal Regiment, stationed at Tientsin, has passed the examination in Colloquial Pekingese. Lieutenant the Hon. A. F. Phillimore, of the 9th Queen's Royal Lancers, has passed the higher standard in Somali while serving with the Camel Corps of the King's African Rifles in Somaliland. Lieutenant A. A. Carron-Williams, of the South Wales Borderers, passed the "B" examination of the lower Hausa standard at Kaduna while with the 1st Battalion, Nigeria Regiment.

REPAIR OF THE HERMES

Approval has been given for the aircraft-carrier Hermes, Captain W. B. Mackenzie, which returned home in July from service on the China Station, to pay off into dockyard command at Devonport on September 22. She is to undergo large repairs for the cost which £110,830 is provided in the Navy Estimates. The Eagle, Captain L. V. Wells, D.S.O., has replaced the Hermes in China.

SHIPS FOR ABOARD

The Dorsetshire, Captain W. T. Makeig-Jones, which is on her way to the Cape to become flagship of Vice-Admiral E. R. G. R. Evans in succession to the Cardiff and Carlisle, should call at Ascension to-day. She is also ordered to visit St. Helena from the 22nd to 25th, and Saladoia Bay from October 1 to 5, before arriving at Simonstown on October 8.

The Suffolk, Captain Errol Manners, is due at Hong-kong to-day to resume duty with the 5th Cruiser Squadron after recommissioning at Portsmouth. The next cruiser due home from this station is the Cornwall, Captain R. B. Davies, V.C., D.S.O., A.F.C., which is due at Colombo on Wednesday.

NAVIGATOR COMMENDED

An expression of their Lordships' appreciation has been conveyed to Lieutenant C. C. Martell, R.N., of the useful information he has supplied and the care he has taken in compiling five remark books for the year 1932, while serving as navigating officer of H.M.S. Tee. This officer entered Dartmouth College in January, 1923, and in his examinations for lieutenant in 1926 took five "firsts." He was sub-lieutenant of the Repulse, Captain G. C. Dickens, C.M.G., from December, 1930, and joined H.M.S. Bee, which is the flagship of the Yangtze gunboat flotilla, in August, 1931.

NAVAL ORDINANCE INSPECTION

The title of post for an assistant inspector of naval ordinance at each of the depots and stations at Portsmouth, Plymouth, Chatham, Crombie, and Glasgow, Birmingham, the Admiralty, and China has been altered to "Naval Ordnance Inspecting Officer" (abbreviated title, "N.O.I.O."). The title of the post for an assistant inspector of naval ordinance at Weymouth has been altered to "Torpedo Ordnance Inspecting Officer" (abbreviated title, "T.O.I.O."). These alterations involve no change in the existing pay or grading of the eight posts concerned.

ADVERTISEMENTS.

ALL RANKS DANCE

in aid of
MINISTERING CHILDREN'S LEAGUE
(MILITARY BRANCH)
Will be held in the Garrison
Lecture Hall
on
FRIDAY, 13th October, 1933.

By Kind Permission of
Lieutenant-Colonel G. T. Baikes, D.S.O.
and Officers, The Band of the 1st-Bn.,
The South Wales Borderers will be
in attendance.

DANCING—8.30 p.m. to 1 a.m.
Admission \$1. Ladies by Courtesy.
REFRESHMENTS FREE
Prizes for Spot Dances.

LAUNCHES FOR—
STONECUTTERS, KOWLOON & SHANGHAI
AT THE CONCLUSION OF THE DANCE.
[1871]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF ALINE
WALLACE LATE OF NORMAN
COTTAGE, No. 2, PEAK ROAD,
VICTORIA IN THE COLONY OF
HONG KONG, WIDOW, DECEASED.

NOTICE IS HEREBY GIVEN
that the Court has, by virtue of
Section 53 of Probate Ordinance
1897, made an Order limiting the Time
for Creditors and others to send in
their claims against the above Estate
to the 1st Day of NOVEMBER, 1933.
All Creditors and others are accord-
ingly hereby required to send their
claims to the undersigned on or before
that date.

Dated 3rd day of October, 1933.

JOHNSON, STOKES & MASTER,
Solicitors for the Executors,
Princes Building
Ice House Street,
Hong Kong. [1862]

THE HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry
Forms for the Trafalgar Day
Race Meeting (11th Extra) to be held on
SATURDAY, 27th OCTOBER, 1933
(weather permitting) may be obtained
at the Secretary's Office, Gloucester
Building, the Club House, Happy
Valley, the Hong Kong Club, the
Sports Club, and the Stables, Shan
Kwong Road.

Entries close at 12 o'clock NOON
on THURSDAY, 12th OCTOBER,
1933.

By Order,
C. B. BROWN,
Secretary. [1867]

THE HONG KONG JOCKEY CLUB.

THE TENTH EXTRA RACE
MEETING will be held (Weather
Permitting) at HAPPY VALLEY on
SATURDAY, 27th OCTOBER, and on
TUESDAY, 10th OCTOBER, 1933
commencing at 2.00 p.m. on both days.
The First Race will be Run at
1.30 p.m.

MEMBERS' ENCLOSURE.
Members are notified that they and
their Ladies must wear their Badges
prominently displayed.
No One without a Badge will be
admitted to the Members' Enclosure.
Badges admitting Non-Members to the
Members' Enclosure and Club Rooms at
\$5.00 per day for Gentlemen and \$3.00
per day for Ladies (both including tax)
are obtainable through the SECRE-
TARY upon the personal application of
a Member, such Member to be responsible
for all visitors introduced by him, and
for Payment of All Chits, etc.

The Secretary's Office, 2nd Floor,
Gloucester Building, (Tel. 27784), will
close at 12 O'clock Noon on both days.
Badges admitting to Members' Enclosure will NOT be on sale at the
Race Course.
On No Pretext will Children be
permitted in either Enclosure during
the Meeting.
Tickets are obtainable at the Club
House provided they are ordered from
the No. 1 Boy in advance. Telephone
21920.

PUBLIC ENCLOSURE.
The Price of Admission to the Public
Enclosure is \$2.00 per day including
for Tax all Persons, including Ladies,
and is payable at the Gate.
Soldiers and Sailors in uniform are
admitted Half Price.
Bookmakers, Tie Men, etc.,
will not be permitted to operate with-
in the Precincts of the Hong Kong
Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary. [1848]
Hong Kong, 2nd Oct., 1933.

SHANGHAI WINS THE INTERPORT

Tremendous Excitement In Final Event
As Hadley Wins Team Race

TWO RECORDS BROKEN LAST NIGHT

(BY "WATERMAN")

Frank Hadley carried the whole of the Shanghai team on his shoulders when the Foreign Y.M.C.A. accounted for the V.R.C. in the series of Interport swimming races between the two Clubs. Shanghai won by 34 points to 30. There was a capacity attendance.

Hadley won the 100 yards and the 220' and it was thanks mainly to his fine effort that Shanghai also won the team race, the deciding factor in the series.

In spite of a lead of three points, Shanghai hung doggedly on the heels of Hongkong and point by point crept up on the Colony's representatives so that when the team race came round, Hongkong was only a point ahead and had to win the team race if they were going to win the interport.

HONG KONG DISAPPOINTMENTS

Hong Kong's chief disappointment was in not getting third place as well as second in the 100 yards, and in the breast stroke event, the V.R.C.'s main hope (B. Gosano), finished last. Had the results of the races been different, Hong Kong could well have afforded to lose the team race.

Starting off with a lead of 27 points to 24, Hong Kong was fairly confident of victory against Shanghai, but after the 100 yards, in which Shanghai got two out of the three places, things did not look so good for the V.R.C. men.

Eddie Roza and Sam Gittins swam for Hong Kong against Frank Hadley and Archie Logan of Shanghai. Gittins was confidently expected to put up a great race, but his lack of practice told in the end and he finished last. Meanwhile Hadley took a comfortable lead from the first length and came home an easy winner in the record time of 58 seconds. This is the best performance ever seen at an interport encounter in Hong Kong, though the time itself has been better on two occasions by visiting swimmers. Roza finished a good second and three yards behind was Logan. Gittins was a further two yards in arrears. Hong Kong led by 30 points to 29.

In the breast stroke, E. McAlister and J. Coon swam for the visitors while B. Gosano and E. Marques swam for Hong Kong. Marques won a thrilling race from Coon with McAlister finishing third a good two yards ahead of Gosano who disappointed badly. Shanghai was now 32 points to Hong Kong's 34.

"The 220."
In the 220 yards, L. Roza Pereira and W. Lawrence started for Hong Kong against Hadley and Logan. Hadley led all the way home with Pereira and Lawrence in close attendance. Pereira gave the winner a good race, and Lawrence with a final spurt also got very near the leaders, but Hadley proved too good and won easily by a matter

of four seconds in the record time of 2 minutes 33.2 seconds. The position at the end of this race was: Hong Kong 38; Shanghai 37.

Team Race.
Hong Kong's first man, G. J. Smith, had to swim against J. Coon and failed to take the much-needed lead. Gittins swam against Brosseau and had been in training would have left the Northerner many yards behind. As it was he got a bare yard on the Northerner, and with E. B. da Roza swimming third against A. Logan, Hong Kong's hopes were raised once again, but they were to be dashed to the ground when Roza failed to keep straight. He finished about two yards ahead of Logan, and then Wilfrid Lawrence jumped into the water for Hong Kong and Hadley for Shanghai. Lawrence more than held his own in the first length and there was tremendous excitement when the two fought out a thrilling finish on the return journey. Hadley won by a matter of ten inches.

RESULTS.
100 Yards (Free Style-Interport):—1, F. Hadley (Shanghai); 2, E. B. da Roza (Hongkong); 3, A. Logan (Shanghai). Time: 58 seconds.
75 Yards "Boys' Medley":—1, L. Remedios; 2, C. N. Silva.
50 Yards Free Style "C" Class:—1, C.M.C. Victor; 2, C. F. Rozario.
100 Yards Breast Strokes (Interport):—1, E. Marques (Hongkong); 2, J. Coon (Shanghai); 3, E. McAlister. Time: 30 seconds.
25 Yards Free Style (Ladies):—1, Mrs. McMahon; 2, Miss B. Pestonji. Time: 13.2 seconds.
220 Yards (Interport—Free Style):—1, F. Hadley (Shanghai); 2, L. Roza Pereira (Hongkong); 3, W. Lawrence (Hongkong). Time: 2.33.2 (Record).
High Diving (Members):—1, L. da Roza; 2, J. D. Remedios.
Team Race (Interport):—1, Shanghai; 2, Hongkong.
Water Polo:—Hongkong 4; Shanghai 1.

CHINESE JOCKEY CLUB

Haimovitch Rides
Five Winners

October 7th.—There were some good performances at the Chinese Jockey Club races, says the "N.C. Daily News," on a course which had not been affected by the light rain which had fallen since the previous day. Theatre Eve won over five furlongs in 1.14.1/5, while Fairy Liner finished a slowly run three-quarters with a quarter in 23, to beat other good ponies.

Victor Haimovitch had one of his most wonderful riding days. He had three successive winners and almost made it four, being only narrowly beaten into second in the next race. Later he added two more firsts, to give him a total of five for the afternoon. Apart from the mere number of winners, his handling of New Major to win the final race over the Derby distance was a splendid performance. He opened out at a very smart pace and took to a lead of many lengths. At somewhat more than half the distance, with the wind in his teeth, New Major seemed to be beaten, but actually, Haimovitch only was giving him an easy. Herbert Campbell, and others closed, but New Major kept a bare lead and came again half-way down the straight in fine style, winning quite comfortably.

K.C.C. WIN BY TEN WICKETS

Fincher and Stapleton
Bat Well

In their two-day match with the H.K.C.C. at King's Park, Kowloon Cricket Club won by ten wickets.

The honours all went to the Peninsula team. Two of their batsmen, E. F. Fincher (48), and C. E. Stapleton (51 not out) recorded fine batting performances, while Goodwin took 4 for 15 in the H.K.C.C. 2nd innings.

Batting first, H.K.C.C. were dismissed for 104 in the face of steady bowling. K.C.C. replied with 180 for 8 declared, and dismissed their opponents for 112. They got the necessary runs for victory without the loss of a wicket and eventually knocked up 110 for 5 wickets.

Scores:—
H.K.C.C. 104
Burnett 4 for 39.
H.K.C.C. (2nd innings) 112
T. E. Pearce, 7.
Goodwin, 4 for 15.
K.C.C. (for 8 dec.) 180
E. F. Fincher, 48.
C. E. Stapleton 51 not out.

SHAI BOWLERS IN GREAT FORM

Convincing Display
at Civil Service C.C.

The Shanghai lawn bowls team gave a convincing display at the Civil Service rinks yesterday when they defeated a team from that club by 27 shots to 19.

The visitors were skipped by G.M.P. Remedios, but they played with such perfect understanding and drew their earlier shots so well that Remedios was left with practically nothing to do.

Bailey as No. 1 was in great form, frequently scoring two touchers with both woods. Lopes played a good game at No. 3, while "Sandy" Malcolm as No. 2 was also brilliant.

For the home team Deakin played a good game as skip, but Eccleshall as No. 1 was overshadowed by Bailey while Wood and Hollidge at Nos. 2 and 3 respectively were indifferent.

The team is due to meet Hongkong in their second game to-day, at the K.C.C. Hongkong will be represented by J. V. Ramsay, A. Hyde Lay, Phillips and A. M. Holand. The Shanghai team has not yet been announced, but will probably be Lopes, Bailey, Main and Richards.

THE SCORES.

The scores for yesterday's game was as follows:—

SHANGHAI		CIVIL SERVICE		
Bailey	S. Eccleshall	"	"	
Malcolm	R. R. Wood	"	"	
Lopes	J. Hollidge	"	"	
Remedios	J. Deakin	"	"	
Head	Shots	Total	Shots	Total
1	2	2	—	—
2	1	3	—	—
3	—	3	1	1

India Will Do Very Well Indeed

Nawab Of Pataudi On The M.C.C. Team

Bombay, Sept. 29.
The opinion that India ought to be able to put up a very good show in the forthcoming Test matches against England was expressed by the Nawab of Pataudi, the famous Indian cricketer, on his return to India.

Pataudi thought that the English team, which is coming to India, is a strong one, but still India ought to be able to put up a good show. On being told that Jack Hobbs had expressed the opinion that it will be very difficult for the Indian team to defeat the English tourists, the Nawab smilingly remarked: "May be Hobbs knows more about Indian cricket than I do, but despite that, I still hold that India will do very well indeed."

He unequivocally denied the rumour that he might consent to play for India during the coming Test matches.

He was reluctant to discuss the question as to why he was dropped out of the last four Test matches in Australia, despite the fact that he had scored a century in the first Test match. "Please let us not discuss that," he remarked.

"It makes no difference who played, so long as we won the ashes."

"The M.C.C. team as announced is not the best that can be sent out, but still it is a formidable one containing some of the chosen cricketers in England. It will put up an excellent fight against any Indian team."

"Marriott would do well on any wicket, especially in India, because Indian batsmen were not so strong against spin bowling. Being a fast bowler he would be able to adapt himself to any conditions."

Regarding Walters the Nawab did not want to say anything, because it might be misconstrued as Walters was his County Captain. Still he said that if Walters stuck to his proper form India and the Indian people would see an exhibition of good cricket.

James Langridge was a very good all-rounder, while Nichols was one of those bowlers who could keep on bowling till he collapsed. Verity was one of those die-hard Yorkshire batsmen who would put up a stiff fight.

Townsend was another fine all-rounder from Derbyshire, who would be a source of trouble to Indian teams because of his fast bowling.

Bakewell, besides being a good bat, was essentially a stroke player.

Clark was "another fast bowler who will bowl magnificently if he can only stand the heat."

Gregory again was another all-round cricketer and one of the greatest outfielders, capable of accurate throws.

Barnett was a "batman who can bat from one to seven."

Concluding, he said that Mitchell, like Verity, was another typical Yorkshire bat, and full of guts and determination, while Elliott was a fine specimen of County cricket.

LOCAL BILLIARDS

Meeting Held Last Night

The annual meeting of the Steel Coulson Billiards League was held at the St. Patrick's Club last evening when the following entries were received for the forthcoming tournament:—

St. Patrick's, R.E., R.A., S.W.B., C.P.O. Club, Palace Hotel, Club, Lincoln's Police and Garrison Sergeants' Mess.

It was stated that any rank or rating may play for any Civilian Club of which he is a member but such players may not take part in any game in the Sergeants' Mess or C.P.O. Club.

The following officers were elected:—

President: R. Jordan.
Hon. Secretary: L. Buckle.
Committee: I. Jarman, F. Pine and I. Goldenberg.

4	1	4	—	1
5	—	5	—	1
6	—	5	1	2
7	—	5	2	4
8	3	8	—	4
9	1	9	—	4
10	2	11	—	4
11	—	11	2	6
12	2	13	—	6
13	—	13	3	9
14	4	17	—	9
15	1	18	—	9
16	—	18	2	11
17	5	23	—	12
18	—	23	1	12
19	—	23	3	15
20	4	27	—	15
21	—	27	4	19

India Will Do Very Well Indeed

Nawab Of Pataudi On The M.C.C. Team

JARDINE'S MESSAGE

London, Sept. 29.
D. R. Jardine, Captain of the M.C.C. touring team to India, issued the following message to the Press, before the tourists sailed from Tilbury.

"The hospitality of the East is traditional and we are lucky to be the guests of India. We are all looking forward to a most interesting tour and it will be the endeavour of us all to maintain the traditions of the M.C.C., both on and off the cricket field."

HOBBS FOR INDIA

London, Sept. 29.
Jack Hobbs, the well-known Surrey cricketer, is sailing for India in November to report the M.C.C. tour for the London "Star."

LALL SINGH TO PLAY FOR PATIALA

Kuala Lumpur, Sept. 30.
Lall Singh, the only cricketer international in Malaya, sailed for India on Thursday, in the hope of winning a place in the All-India team that will play against the M.C.C.

This 24-year-old player, who has shown rather mixed form in local cricket since he returned from his tour in England, will land at Calcutta and go straight to Patiala. It was the Maharajah of Patiala, the leading patron of cricket in India, who gave Lall Singh his chance two years ago, and Lall Singh will play for his team against the M.C.C.

A statement appeared in several Malayan newspapers recently that Lall Singh had been invited by the Indian Board of Control to play in the Test matches.

MAY PLAY FOR PATIALA.

The actual position is that the Malayan cricketer, having been given a chance to play for the well-known Patiala side, may qualify for the subsequent trial matches, which will probably be at Bombay early in November.

It will be much more difficult, however, for Lall Singh to win a place in the Indian side, this time, as there are at least three first-rate batsmen available who declined to go on the English tour for political reasons.

On the other hand, Lall Singh has cultivated a steady and orthodox batting style since his return from England, and this, although not so pleasing to the gallery, is likely to be more useful in big games than his former carefree style.

As a fielder he is as good as ever, and has improved as a slow bowler and wicketkeeper.

He expects to spend about six months in India, playing cricket in various parts of the country. There will be three Test matches, in December, January and February.



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THE K.C.R. EXPRESS

TWO BREAKDOWNS IN A DAY

Two slight mishaps occurred along the Kowloon-Canton Railway on Sunday, fortunately without any serious consequences. The first one concerned the Mid-day Express for Canton. This left the station at 12.43 p.m., as usual and when it was about 18 miles from Shumchun, the train was forced to come to a standstill. Investigations revealed that water had leaked from the boiler, though the cause of this has not yet been established.

A relief train was rushed to the spot and after some delay, the journey to Canton was resumed. The Express arriving some one and a half hours late. Bad luck, however, still dogged the Express and its troubles were by no means over with its arrival at the other end. On the return journey, the locomotive tender got into difficulties owing to a shortage of water. This interruption, we understand, was due to a breakdown in the usual arrangements for the water supply at Pukai, a point in Chinese territory. The delay this time was a little longer, as it was some two hours before the supply arrived. Owing to this, passengers did not reach Kowloon until 11.30 p.m.

THE EUROPEAN Y.M.C.A.

Notes On Forthcoming Activities

Swimming

The close of the Swimming Season and the end of the "Y" monthly swimming gala took place on the 30th of September. The H.K.I.A.S.A. Colony championships were held during the summer and Y.M.C.A. swimmers held up the prestige of their section. The "Y" Ladies were also to the fore swimming a perfect race to win the Ladies Team Race. September was an exceptionally busy month for the Bath, there being a swimming gala of some description every other day.

General Sports

A General Sports Committee was formed at a meeting recently to organise and control Squash Rackets, Hiking, Basket Ball, and Badminton. It is hoped to have an afternoon and evening per week set aside for members of the Women's Section for playing Badminton in the West Lounge. Men members are also being offered facilities for these different games. The Sports Secretary, Mr. E. F. Selk, intends commencing a gymnasium class in horizontal bar work and possibly boxing as soon as the weather is considered sufficiently cool.

The Choir

The Y.M.C.A. Choir was heard to advantage on more than one occasion last year and it is pleasing to hear that practices have already commenced for forthcoming winter concerts. These practices are under the able leadership of Mr. Rupert Baldwin. Fresh music continues to arrive in batches and the public can therefore look forward to another successful season of singing. A choir has also been started in connection with the Women's Section, and Mme. Kathleen Chappelle, I.A.R.M., has very kindly offered to take charge.

May we offer the suggestion that a combined choir of men and women be formed, thus doubly assuring ourselves that really good concerts will be held.

Literary and Debating Society

The usual Debates and Discussions are again to be held this winter, and at the first meeting of this little society the Committee elected Mr. P. S. Cassidy as their Chairman and Mr. D. J. Crozier as Hon. Sec. It was also decided to hold a Debate on the third Thursday in each month at 9 p.m. The first is to be held on Oct. 19th, when the subject of the Debate will be "That Dictatorship in the form of Government most suitable for the present time." A Discussion or Lecture is also to be held on the first Thursday of each month.

Member Meeting

Early in September a meeting for members was held to consider a winter programme of entertainment and to elect committees. The Chair was taken by Mr. G. W. E. True and the following members were chosen for committees of different enterprises.

Social: R. Dornier, J. C. Grenham, G. W. True, S. A. Gray, L. D. Skinner and J. J. Ferguson.

Billiards: E. N. Ponsford, G. W. Giffin, J. Young, H. G. Manford, and H. Burton.

Literary and Debating Society: P. S. Cassidy, J. M. Kelleher, S. A. Gray, Rev. Frank Short, Dr. E. L. Allen, Dr. E. D. Matthews, and D. J. S. Crozier.

House Committee: O. B. Raven, R. Dornier, G. W. Giffin, F. C. Manning and N. Stockton.

Library: D. Marshall, D. J. S. Crozier, Dr. Allen, W. M. Wright, L. A. R. Duncan, F. Edwards, and A. White.

Amateur Dramatic Club: W. Robertson, J. J. Ferguson, S. A. Sweet, and J. C. Grenham.

Golf: A. J. Dennis, J. D. Thompson, and W. Dunill.

Sports: E. F. Selk, L. Guy, T. R. Ingram, J. C. M. Grenham, C. E. Ballin, and H. Lange.

The above committees are now making plans regarding their respective sections, and announcements will be made concerning activities at an early date.

The events chronicled hereunder are to take place in the Institute at the times and dates mentioned:

Oct. 10th. Practice by the Y.M.C.A. Choir
12th. First Ladies Night of Season.
16th. The Quiet Hour
17th. Practice by the Choir
19th. A Debate (Subject mentioned above)

22nd. The Quiet Hour.
24th. Practice by the Choir.
26th. Bridge and Whist Drive.
28th. The Quiet Hour.
31st. Practice by the Choir.

All the above events happening during October are scheduled to commence at 9 p.m.

The Quiet Hour

The Quiet Hour is the very informal little religious service held every Sunday evening in the Institute for members and friends. During September, the Right Rev. Ronald Hall, Bishop of the Diocese, paid an official visit to the Institute and addressed the meeting. It is hoped that it will be possible for the Bishop to pay a further visit in the near future. Other speakers during September at "The Quiet Hour" were Dr. E. L. Allen who spoke of "The Mysteries in Religion", Dr. Matthews who addressed the meeting on "Parables", and Mr. W. H. Smith who took as a subject for discourse "God's care for the individual". During the present month and coming month of November other well-known local padres and speakers have promised to attend.

The Women's Section

This side-line in the activities of the Y.M.C.A. was started some time ago and, like all other enterprises undertaken by the Institute, has proved an enormous success. Ladies will be interested to hear that a Leather Craft Class, under Mrs. J. H. Hunt, wife of the Secretary, meets every Monday morning at the Institute at 10 o'clock. Hockey is another activity which the lady members of this section have the privilege of enjoying, and there are good prospects for a successful coming season. The following officers for Hockey for the Women's Section only have been appointed: Capt. Miss S. Dalziel, Vice Capt. Mrs. Portallion, Hon. Secy. Miss A. Fowler. These officers, with Miss O. Dalziel, will form the committee, and Mr. E. F. Selk has kindly promised to act as Coach.

Whilst the Women's Section, as its name would imply, is solely for women members, it has to be pointed out that ladies are not debarred from attending other activities held in the Institute. They are at liberty to attend Debates and similar meetings, Whist and Bridge Drives, etc. Then of course the well-known "Ladies Nights" are specially held for their benefit.

Whist on the subject of Hockey

It is well to mention that the men members have gathered together a strong team this year as will have been seen by the matches already played. At the General Meeting held a little time ago it was decided to elect D. McLellan as Captain, W. J. Brown as Vice Capt., with E. F. Selk and G. Fowler as Chairman, and Hon. Secy. respectively. The subscription for Hockey for the season was fixed at five dollars.

DAVID WATERTON

Laid To Rest At Happy Valley

The funeral of little David Waterton, the five-year-old son of Mr. & Mrs. D. W. Waterton, who died as the result of injuries sustained in the shocking motor car smash on Castle Peak Road on Sunday, took place at the Protestant Cemetery yesterday afternoon when the Rev. W. Walton Rogers officiated.

There was a profusion of floral tributes and a large number of friends attended the funeral which was very impressive and touching, one indeed. Mr. Waterton, who was himself injured in the same accident attended but Mrs. Waterton was still too ill to be present, although she has already been discharged from the hospital.

Those present also included Messrs. Vileki, Logan, Kemp, James, Spary, Griggs and many others.

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ROYAL VISIT TO ISLE OF SKYE Duke Honours Isle Of Kind And Loyal Hearts

(Special Air-Mail Service)

Skye, Sept. 19.
Skye history was made yesterday in the stirring Highland celebrations of the royal visit to the Misty Isle by the Duke and Duchess of York, who attended the special opening ceremony, at Portree of the Carnegie Trust's £80,000 hostel for boys.

One notable feature of the day was the fine tribute paid by the Duke when, in declaring the hostel open, he called Skye, 'The Isle of Kind and Loyal Hearts.'

From early morning the roads leading to Portree were thronged with islanders—men, women, and children—all eager to have a share in the royal occasion.

The Duke and Duchess, with their host, MacLeod of MacLeod, and the distinguished house party—including Cameron of Lochiel, Convener of Inverness-shire, and the Earl of Elgin, chairman of the Carnegie Trust (after whom the new hostel is named)—motored from Dunvegan Castle through a grey Hebridean mist.

Groups of islanders, gathered at the road side and in village streets, gave the royal visitors a hearty ovation as they passed. Portree itself, 'the King's Port,' was in a festive happy mood, thronged with its gaily decorated streets.

The day's royal programme in Skye began at midday, when the Duke and Duchess drove from Dunvegan Castle for the formal opening of the boys' hostel.

In the dull misty morning the Coillins were darkly veiled and the loch mysteriously shrouded. At Portree, however, all was tartan and bunting. When the royal car entered the hostel grounds it passed between a lake of Scout Cubs in brilliant blue scarves and pipers were playing 'The Road to the Isles.'

Women and children cheered and waved handkerchiefs. When the Duke and Duchess alighted the Duchess spoke for a moment with Mrs. Seton Gordon, wife of the Scots author and naturalist, and Miss Macdonald, of Viewfield, the two commandants of the juvenile guards of honour.

Lochiel's Racy Speech

They then inspected the Margaret Carnegie Hostel for Girls, and passed into the marquee in which were assembled 800 people, representative of all parts of Skye.

Cameron of Lochiel presided over the opening ceremony, and made a racy and entertaining speech.

'I am informed,' he said, 'that this is the first official visit of any member of the royal family since the days of Prince Charlie. I am not sure that Prince Charlie's visit was altogether an official one, and I think that if he had been here to-day our proceedings would have been curtailed by the advent of English troops and our bodies would have been food for the gulls.'

DUKE'S PRAISE

Delighted With Island's
Romance And Beauty

The Duke of York, in declaring the hostel open, said—

'The Duchess of York and I are very glad to be here with you to-day, and thank you all for the very loyal and warm welcome you have given us. For years it has been our wish to visit the island of Skye.'

'I have always heard that the romance and beauty of this island make it fascinating to all lovers of nature in her varying moods and have earned for it such titles as 'The Isle of Mist and Shadows' and 'The Isle of Glowing Moorland and Golden Shore.'

'Now, having seen this beautiful island—we drove across yesterday—I should like to add another 'The Isle of Kind and Loyal Hearts' (Cheers).'

'I am told it is as long ago as 1840 that the last official visit to the island of Skye was paid by a member of the royal family, and at that time King James V. of Scotland visited Skye in very different circumstances. He landed at a place which ever since has been called Portree, in Gaelic signifying 'The Port of the King.'

'More than 200 years afterwards Prince Charles Edward Stuart, after many wanderings and privations, parted from Flora Macdonald at the Inn of Portree.'

Gift of Four Hostels

'It gives us very great pleasure therefore to be here with you to-day in order to open this hostel, which, as you know, is the last of four hostels which have been generously presented by the Trustees of the Carnegie Trust to the county authorities of Inverness, Ross, and Cromarty.'

'I understand provision will be made here not only for boys from the island of Skye, but for others from the Outer Isles. It is clear, therefore, that the building will be specially beneficial to many boys by providing facilities for study and training which they cannot otherwise obtain.'

'It is well-known that the people of Scotland have for many years given education that important place in their lives which it deserves. Therefore, by giving this hostel, the Carnegie Trustees have rendered a service to the whole nation.'

All Happiness and Success

'The accommodation has been carefully planned, and has received the full approval not only of the county authorities, but of the Scottish Education Department.'

'The Duchess of York and I are very glad to hear the hostel is full even during its first terms, and also that it has been handed over entirely clear of debt, and we wish all happiness and success to those who will reside, teach, and study here.'

'I have much pleasure in declaring the hostel open.'

CHOLERA PREVENTION IN CHINA

Interesting Lecture By Dr.
Wu Lien Teh

An interesting and instructive lecture on 'Cholera Prevention in China' was delivered by Dr. Wu Lien-teh of the National Quarantine Service, Shanghai, at the University yesterday in the presence of a large gathering including many well-known local doctors.

Dr. Wu began by saying that as he was mainly concerned with Plague prevention, it was surprising that he should lecture on cholera on this occasion, but the work in Manchuria with which he had been connected for over 20 years had, thanks to political conditions, been taken over by the Japanese. He hoped that if another outbreak of plague occurred again in that part of the world, his successors would meet with the success he had in the past.

Hongkong was fortunate in having been more or less freed from Cholera for a number of years although it was very prevalent in China.

Cholera, Dr. Wu said, was an ancient disease which, unlike Plague, was stated to have originated in Hongkong. As a matter of fact had that doubtful distinction, especially along the Ganges Valley, which was often said to be the original home of cholera, which spread westward to Europe and eastward to China and Japan. In the past it had claimed as many lives as plague.

So far as China was concerned records could only go back to 1830, but there was no scientific diagnosis of cholera until 1884. The discovery of cholera vibrio by Professor Koch definitely identified this germ as the authentic cause of cholera.

A year after this discovery the same germ was found in Shanghai.

A Waterborne Disease

Dr. Wu then went on to say that cholera was essentially a waterborne disease, and was most prevalent in places where waterworks were absent or not properly used. In the Dutch East Indies, Singapore, Formosa, Japan and even the Malay State of Kedah where cholera was once most prevalent, this dangerous infection was now practically unknown, following the erection of waterworks. In his opinion, the sooner authorities established this necessary accessory to modern life, the better would they protect their populations from this dread disease.

The Symptoms

Dr. Wu then gave a rough sketch of a number of clinical symptoms of cholera such as diarrhoea, vomiting, cramps, collapse, heart failure which unless treated in time would eventually end in death. In the past, and still in many places where modern treatment was not resorted to the mortality was great, often reaching 80 to 90 per cent. During the last 20 years great work had been done of the saline infusion which consisted of sodium chloride, calcium chloride, potassium chloride and distilled water. This had to be injected by the veins of the patient into the blood circulation, in large quantities of one or two litres. This had an extraordinary effect in most cases, practically bringing to life many patients.

The speaker had himself seen patients, being carried into his wards apparently lifeless, and yet within two

(Continued on next column)

hours the patient could walk about after this treatment. The results of this discovery of Sir Leonard Rogers was that mortality had been reduced 15 to 20 per cent. In Shanghai the hospitals still used the ordinary Saline solution (8 per cent. Salt), which seemed to have given quite as effective results among Chinese.

Dr. Wu said that the success of the saline treatment had won the confidence of Chinese patients so much so that whenever an epidemic occurred in Shanghai they willingly went to the hospitals to be treated, without even first trying the old style practitioners of China. In no kind of medical treatment could Western medicine show such effective results as in the treatment of cholera, and the great success in the Shanghai hospitals, where as low as a 7.4 mortality rate was obtained in 1932 was a lesson to the Chinese as to the efficacy of modern science.

Propaganda Needed

Dr. Wu confidently expected that if propaganda along such lines could be carried out scientific medicine might make more rapid headway in the future.

Turning to other aspects of the cholera problem Dr. Wu said that he noted how willing the Chinese people were now to get vaccinated against cholera. Since his connection with the National Quarantine Service in 1930 he had observed marked increase in the number of such vaccinations. In 1930 it was under half a million, rising to 600,000 in 1931, 700,000 in 1932 and over a million in 1933.

This year cholera had been entirely absent in Shanghai as in the rest of China. It was hard to explain what the reason was, but improved hygienic measures like personal cleanliness, proper disposal of excreta, use of boiled water and eating only cooked food had a great deal to do with it. The speaker thought that as time progressed the Chinese would do more and more to improve the methods of maintaining health. The Government and Municipal authorities could render great service by popularising the use of waterworks, which seemed to the speaker to be the foundation of modern prevention of cholera.

Dr. Wu concluded his lecture with the display of a moving picture which he himself had taken showing cholera, treatment and prevention.

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Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m., on the 13th of October, 1933.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's surveyors.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Counter-signature.

MELCHERS & CO., Agents.
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 6th Oct., 1933. 1866

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO., LTD.
STEAMER "BURDWAN"

ARRIVED HONG KONG ON
7TH OCT., 1933.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, marked by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary Six Hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gordon & Donnell, at 10 a.m., on Monday and Thursday, within the Free Storage period.

Consignees are specially notified that it is necessary for a Revenue Officer to be present at the examination to damaged dutiable cargo.

All Claims against the Steamer must be presented to the Undersigned on or before 31st Oct., 1933, or they will not be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.
Hong Kong, 7th Oct., 1933. 1818

CONSIGNEE NOTICES.

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM
NEW YORK & LOS ANGELES.

THE Motor Vessel
"CINALESE PRINCE"

having arrived from the above Port on 6th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 12th instant at 10 a.m.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

FURNESS (FAR EAST), LTD.,
4th Floor, King's Building,
Cantonment Road,
Dial 23165.
Hong Kong, 6th Oct., 1933. 1865

A Job?
Consult
the
WANT ADS

BALU JAVA

To Batavia direct

s.s. "TJISALAK"

10th October, noon

To Manila-Macassar-

Bali-Sourabaya

m.s. "TJINEGARA"

17th October, 11 a.m.

Special reduced round trip fares and through fares to Europe, Australia and South Africa.

Apply:—

Thos. Cook & Son
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Java-China-Japan-Lijn.
Holland-China Trading Co.
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AND EUROPE via AMERICA.
BOOKINGS AROUND THE WORLD.
THROUGH BOOKINGS TO LONDON.

ARRIVALS FROM EUROPE	SAILINGS TO EUROPE	DESTINATION
NORTH CHINA & JAPAN		
(NDL) S.S. "TRIER" 24th Oct.		Genoa, B'ona, Lisbon, Dover, A'dam, B'dam, H'burg, Bremen
(HAL) M.S. "SAUERLAND" 29th Oct.		Genoa, Rotterdam, Hamburg
(NDL) S.S. "LINAU" 5th Nov.		Marseilles, Oran, A'dam, N'dam, H'burg, Bremen
(HAL) M.S. "VOGTLAND" 10th Nov.		Genoa, Rotterdam, Hamburg
(NDL) M.S. "FULDA" 17th Nov.		Genoa, B'ona, Dover, A'dam, B'dam, H'burg, Bremen
(HAL) M.S. "LEVERKUSEN" 27th Nov.		Genoa, Barcelona, Rotterdam, Hamburg

NDL Hongkong/South Sea Islands Service: S.S. "BREMERHAVEN" 24th October, 1933 to HABAUL, TULAGI and ports.

NORDDEUTSCHER LLOYD
MELCHERS & CO., Agents.
Queen's Building, Tel. 26876.
JESSEN & CO., Shanghai, B.C.

HAMBURG-AMERIKA LINIE
JESSEN & CO., Agents.
12, Pedder Street, Tel. 23363.
CANTON AGENTS:
CARLOWITZ & CO., Shikoo Road.

DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

SATURDAY, OCTOBER 7.				SATURDAY, OCTOBER 7.			
Buyers	Sellers	Sales	Notes	Buyers	Sellers	Sales	Notes
Banks							
1,816			Bank of China	1,815			
			Do. (London)				
			Chartered Bank				
			Mercantile Bank				
			Do. (C)				
			Bank of East Asia	1,04			
			N. C. & S. Bank				
			Am. O. Fin. Corp.				
			Ch. Fin. Corp. Ord.				
			Do. Prof. S.				
Insurance							
320		330	Canton Insurance	327			
			Underwriters	1,00			
1,070			Union Insurance	1,065			
			China Fire	1,060			
			H.K. Fire	1,060			
			International Asso. S.				
Shipping							
334			Douglas	334			
			Steamboat	330			
			India (pref.)	330			
			Do. (def.)	330			
			Shells	36/			
			Waterboat	316			
Mining							
1,06		1,07	Antamok	1,06			
			Balaton	1,06			
87 cts.			Begat Consolidated	87 cts.			
			Do. Exploration	45 cts.			
			Do. Goldfield	45 cts.			
35 cts.			Big Widge	35 cts.			
			Gold Creek				
			Ipo Mining				
			Itogons				
			Kallans				
			Langkats (single) S.				
			Explorations S.				
			Shanghai Loans S.				
			Randa				
			Tonkin Mines				
			Venezuela Gold Fld.				
			Docks, Wharves, Godowns, etc.				
1,28		1,27	H.K. & K. Wharves	1,27			
			Provident (old)	1,28			
			Do. (new)	1,28			
			H.K. & W. Docks	1,28			
			S. China Motors "A"	1,28			
			Do. "B"	1,28			
			Shanghai Docks S.	1,28			
			New Engineering S.	1,28			
			Hongkong S.	1,28			
			Lands, Hotels, and Buildings				
16.80			H.K. Hotels	16.80			
			H.K. Lands	16.80			
			Shanghai Lands S.	16.80			
			Metropolitan Lands	16.80			
			H.K. Realities	16.80			
			China Do	16.80			
			Do. Debutantes S.	16.80			
			Huamphreys	16.80			
			New Asia Hotel	16.80			
			Asia Realities "A" S.	16.80			
			Do. "B" S.	16.80			
			Chinese Estates	16.80			
			Cotton Mills	16.80			
			Ewos	16.80			
			Shai Cottons S.	16.80			
			Zong Sing S.	16.80			
			Wing On Textiles S.	16.80			
			Public Utilities	16.80			
32.60			Tramways	32.60			
			Post Trains (old)	32.60			
			Do. (new)	32.60			
			Star Ferries	32.60			
			Yamati Ferries	32.60			
			China Lights (old)	32.60			
			Do. (new)	32.60			
			H.K. Electric	32.60			
			Macao Do	32.60			
			Sandakan Lights	32.60			
			Telephones	32.60			
			China Buses S.	32.60			
			Traction	32.60			
			Do. (pref.)	32.60			
			Industrials	32.60			
			Malabon Sugars	32.60			
			Caldbeck (ord.) S.	32.60			
			Macgregors (pref.) S.	32.60			
			Canton Ice	32.60			
			Cement (comb.)	32.60			
			Do. (old)	32.60			
			Do. (new)	32.60			
			Ropes	32.60			
			Miscellaneous	32.60			
			Dex A Wings	32.60			
			Amusement	32.60			
			Ch. Entertainment	32.60			
			Constructions (old)	32.60			
			Do. (new)	32.60			
			Lane Crawford	32.60			
			Macintosh	32.60			
			Nanyang Tobacco	32.60			
			Sincere	32.60			
			Watsons	32.60			
			Wm. Powell	32.60			
			M. Greyhounds	32.60			
			S. C. Enterprises	32.60			
			United Theatres S.	32.60			
			B. Int. G. & S. Bonds	32.60			
			H. K. Gov. Loans	32.60			
			Wallace Harper	32.60			
			H.K. Wing Co	32.60			
			Shai Do	32.60			

MONEY AND MARKETS

LONDON FINANCE NOTES

ROLL ROYCE DIVIDEND

(Special Air-Mail Service)

London, Sept. 19. On Friday, as reported in our columns on Saturday, the directors of Rolls-Royce, Ltd., manufacturers of motor-cars and of aircraft engines, announced an interim dividend for the six months ended June 30 last "at the rate of 5 per cent per annum." On Saturday, however, they announced that the dividend should have been stated as "5 per cent for the six months." The dividend, which is payable on October 16, will thus be 5 per cent actual, and not 2 1/2 per cent actual. For each of the last six accounting periods the company has distributed dividends at the rate of 5 per cent per annum and bonuses at the rate of 2 per cent per annum, but there has not previously been an interim distribution. The fact that the interim is to be one half and not one quarter of the total distribution made for 1932 suggests the possibility of an increased return for the current year to holders of the stock, of which £2,787,138 is issued. Last year's profit was £150,979, against £144,197 for the previous year and £147,171 for the year before that, and the amount carried forward to the current year was £25,040, exceeded by some £2,300 the amount absorbed by the year's dividend and bonus.

TOBACCO BOOMING

Tobacco has been forced into the speculative limelight by the suggestion that the fierce competition is to be abandoned.

This would mean the saving of several millions to the advantage of shareholders. The cheapening of the dollar has doubtless reduced the sterling cost of raw tobacco, which is also an important consideration.

Full of enthusiasm, the market counts on "imps" reaching at least £6. "Bats" £5. 5s., Carreras £10, and Gallahers advancing another 10s.

I mention this for what it is worth, remembering how often House prophets have been over-optimistic.

PRICE OF SILVER

The General Committee of the Federation of Master Cotton Spinners at their monthly meeting in Manchester yesterday confirmed the action of their Silver Committee in calling upon the Government to adopt every means in its power to give effect to the agreement arrived at between several nations for the marketing of silver stocks, with a view to increasing the price of silver.

A resolution which had been adopted by the Silver Committee a few weeks ago was approved by the General Committee. In this resolution the Silver Committee expressed its gratification "that the question of silver has been dealt with at the World Economic Conference, and that it has been found possible for certain interested countries to arrive at an agreement with regard to the marketing of silver stocks. At the same time, the committee profoundly regrets that his Majesty's Government is not directly a party to the agreement. Such being the case, it strongly urges the British Government to adopt every means in its power to give effect to the agreement referred to, and to take such action as may be deemed feasible, in concert with other Powers, in order to ensure the asilisation of the price of silver at a reasonably increased figure. In view of the beneficial effects which such a policy would undoubtedly confer upon the cotton industry, the committee confidently relies upon his Majesty's Government giving careful consideration to the views expressed herein, and of according every encouragement in the direction suggested."

BRITISH FILM INDUSTRY

The speech of Mr. Mark Oster, the chairman, at yesterday's meeting of the Gaumont-British Picture Corporation was largely devoted to an analysis of the accounts in the light of the consolidation scheme embracing the company and its principal subsidiaries. He referred also to the outlook for the company, about which he was distinctly hopeful. Mr. Oster pointed out that the exceptionally fine summer was not favourable to the company's business, it had still to provide for the additional tax on entertainments, and the spending power of its public was still limited. On the other hand, the company had effected a very large saving in annual fixed charges. They had products of a high standard at

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE.)

On	Sterling Parity	October 5.	Oct. 7.
Amsterdam	12.10 Florins	7.68	7.68
Athens	375 Drachmae	555	555
Belgrade	278.318 Dinae	223	223
Berlin	20.40 Marks	12.08	12.08
Bombay	1s. 6d. per Rupee	1/6.5/84	1/6.5/84
Brussels	36 Belgas	22.14	22.20
Bucharest	813.568 Lei	520	520
Buenos Aires	47.56d. per Peso	451 O.R.	451 O.R.
Copenhagen	18.159 Kroner	22.40	22.40
Geneva	25.224 Francs	15.04	15.04
Helsingfors	193.23 Marks	826	827
Hongkong		1/5.3/18	1/5
Lisbon	110 Escudos	100	103
Madrid	25.224 Pesetas	36.15/18	37.1/33
Milan	92.48 Lire	58	57.1/32
Montevideo	50.88d. per Peso	37 Nom.	37 Nom.
Montréal	4.867 Dollars	4.84	4.78
New York	4.867 Dollars	4.74	4.69
Oso	18.159 Kroner	19.90	19.90
Paris	154.31 Francs	78	79.1/33
Prague	144.25 Kronen	104	104
Rio de Janeiro	26.03d. per Gold Milreis	41 O.R.	41 O.R.
Shanghai		1/3.5/18	1/3
Stockholm	18.159 Kronor	19.40	19.40
Vienna	34.581 Schillings	58	59 Nom.
Yokohama	24.58d. per Yen	1/2.3/18	1/2.3/18
Silver (spot)		18.7/16	18.7/16
Silver (forward)		18	18.9/16
War Loan		7 1/2	

Closing Quotations

October 7, 1933.		ON SHANGHAI:	
ON LONDON:		On Demand	104
Telegraphic Transfer	1/4	On Demand	118
Bank Bills, on demand		On Demand	118
Bank Bills, 4 months	1/5	On Demand	118
Credit, 4 months	1/5	On Demand	118
Credit, 6 months	1/5	On Demand	118
ON NEW YORK:		On Demand	118
Bank Bills, on demand	3 1/2 nom	On Demand	118
Credit, 60 days' sight, nom		On Demand	118
ON PARIS:		On Demand	118
Bank Bills, on demand	60	On Demand	118
Credit, 4 months, sight	60	On Demand	118
ON INDIA:		On Demand	118
Telegraphic Transfer	1/3	On Demand	118
Bank, on demand	1/3	On Demand	118

New U. S. Monetary Policy Is Needed

To Head Off Inflation Demands

Washington, Oct. 3.—Early development and application of definite administration money policy to synthesize with plans to increase mass purchasing power was predicted in well informed congressional circles today.

Some observers were attributing the hesitancy of the administration in issuing a monetary statement to the possibility that the N. R. A. is not producing results fast enough.

If President Franklin D. Roosevelt cannot get his N. R. A. programme geared to the proper speed otherwise, some believe it will not be long before he begins heeding the loud demands from certain quarters of congress for inflation.

Intimations of the administration's next move to revive business came as representatives of the congressional inflation bloc maneuvered to compel President Roosevelt to create new money during the next session of Congress.

Political observers were convinced Congress would vote overwhelmingly for compulsory inflation next January if prices and purchasing power then were in the same relative position as now.

Enactment of compulsory inflation was avoided last session only by an administration compromise whereby Roosevelt accepted the Thomas amendment to the farm bill, authorizing, but not compelling, creation of new money. Roosevelt has not utilized those powers.

Reports and denials of imminent currency inflation do not alter Capitol

their disposal, and their predominant theatre-owning position in the United Kingdom, afforded a guaranteed outlet for these products. In addition, foreign business was rapidly increasing. In these circumstances, Mr. Oster was largely devoted to an analysis of the accounts in the light of the consolidation scheme embracing the company and its principal subsidiaries. He referred also to the outlook for the company, about which he was distinctly hopeful. Mr. Oster pointed out that the exceptionally fine summer was not favourable to the company's business, it had still to provide for the additional tax on entertainments, and the spending power of its public was still limited. On the other hand, the company had effected a very large saving in annual fixed charges. They had products of a high standard at

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Fastest time Hong Kong to San Francisco. Speed with Comfort.

To SAN FRANCISCO 19 Days via Shanghai, Kobe, Yokohama, Honolulu. To VICTORIA, SEATTLE 17 Days via Shanghai, Kobe, Yokohama.

Fortnightly sailings		Fortnightly sailings	
Pres. Coolidge	Oct. 10, Midnight	Pres. Jackson	Oct. 13, Midnight
Pres. McKinley	Oct. 24, Midnight	Pres. Jefferson	Oct. 27, Midnight
Pres. Hoover	Nov. 7, Midnight	Pres. Grant	Nov. 10, Midnight
Pres. Taft	Nov. 21, Midnight	Pres. Cleveland	Nov. 24, Midnight
Pres. Coolidge	Dec. 5, Midnight	Pres. Jackson	Dec. 8, Midnight

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Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United

CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SWATOW & SINGAPORE	"ANHUI"	On 10th Oct. 8 a.m.
SWATOW & BANGKOK	"KALGAN"	On 10th Oct. Noon
SWATOW, SHANGHAI & TIENTSIN	"SUTANG"	On 10th Oct. Noon
AMOI & SHANGHAI	"TSINAN"	On 10th Oct. 5 p.m.
HOIHOW & BANGKOK	"KWANGTUNG"	On 11th Oct. Noon
SWATOW, FOCHOW, WHEIHOW	"HOIHOW"	On 13th Oct. 1 p.m.
HOIHOW & BANGKOK	"YINGHONG"	On 13th Oct. 2 p.m.
SHANGHAI & TIENTSIN	"CHUNGKING"	On 13th Oct. 5 p.m.
DAIKEN & NEWCHANG	"CHINHUA"	On 13th Oct. 5 p.m.
SWATOW & BANGKOK	"SZECHUEN"	On 15th Oct. 2 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KWEIYANG"	On 15th Oct. 3 p.m.
SWATOW & BANGKOK	"SOOCHOW"	On 17th Oct. 2 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 18th Oct. 5 p.m.
SHANGHAI	"KINGCHOW"	On 18th Oct. 5 p.m.
HOIHOW & HAIPHONG	"KINGYUAN"	On 20th Oct. 5 p.m.
S'hai, DAIKIN & NEWCHANG	"TAMING"	On 20th Oct. 5 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
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CARGO AND PASSENGER OAKS IN INSURED BY THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 12, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGE TAIPIING (SUNDAY)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

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FIRST CLASS FARE TO SYDNEY, 276 RETURN.

LONDON (via Australia) from \$128-15-0.

(Australian Steamers on the)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGE	13 Oct.	20 Oct.	28 Oct.	8 Nov.
TAIPIING	18 Oct.	25 Oct.	30 Nov.	8 Dec.
CHANGE	10 Dec.	17 Dec.	20 Dec.	7 Jan.
TAIPIING	9 Jan.	16 Jan.	19 Jan.	4 Feb.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI.

THE EAST ASIATIC CO., LTD. COPENHAGEN

The M.S. "DANMARK"

on or about 21st OCT., 1933

For SINGAPORE, PORT SAID, DUNKIRK, ROTTERDAM, HAMBURG, COPENHAGEN, AND OTHER SCANDINAVIAN & BALITIC PORTS.

OUTWARD

Following SAILINGS: For SHANGHAI & JAPAN: For CONTINENTAL PORT:

M.S. "Danmark" 21st Oct. 21st Oct.
M.S. "Java" 4th Nov. 30th Nov.
M.S. "Malaya" 3rd Dec. 29th Dec.

Optional Bills of Lading issued to United Kingdom Ports.

All vessels have excellent passenger accommodation (1st class only).

Passenger fares Hongkong/Europe £35 To £80.

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels

M.S. "MUINAM." M.S. "BINTANG"

m.s. "Muinam" leaving for Bangkok via Swatow on

20th OCT.; due Bangkok on or about 26th OCT.

For further particulars, please apply to—

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M.V. "CINGALESE PRINCE" Oct. 14th

M.V. "SILVERCYPRESS" Oct. 28th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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(Incorporated in Great Britain.)

[King's Building.]

Telephone: 32165. Telegram: Furnprince.

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOCHOW & RETURN

TUESDAYS AND FRIDAYS AT 4 P.M.

S.S. "HAICHING" on TUESDAY, 10th OCT.

S.S. "HAINING" on FRIDAY, 13th OCT.

S.S. "HAIYANG" on TUESDAY, 17th OCT.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG SUNDAYS & WEDNESDAYS AT 4 P.M.

S.S. "SEISTAN" WEDNESDAY, 11th OCTOBER, at 2 P.M.

Arrivals and Departures from the Company's Wharf (Near Blake Pier).

ROUND TRIP TICKETS will be issued from HONGKONG to

FOCHOW (Pagoda Anchorage) and return by the same steamer

at the Reduced Rate of \$100.00 including Meals while the steamer

is at Coast Ports (Time for Round Voyage 8 Days).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Manager. P. & O. Building

ADVERTISED SAILINGS FROM HONG KONG.

NORTHWARD.

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.

Anhui, B. & S., Oct. 10.

Haiching, Douglas, Oct. 10.

Tsinan, L. & S., Oct. 11.

Haining, Douglas, Oct. 13.

Tai Yung, B. & S., Oct. 15.

Kut Sang, Jardine's, Oct. 15.

Ho Sang, Jardine's, Nov. 1.

Chefoo.

Chungking, B. & S., Oct. 12.

Ho Chow, B. & S., Oct. 12.

Yat Shing, Jardine's, Oct. 13.

Yu Sang, Jardine's, Oct. 17.

Hop Sang, Jardine's, Oct. 22.

Daihy.

Chinhua, B. & S., Oct. 13.

Antenor, B. & S., Oct. 14.

Taming, B. & S., Oct. 20.

Fochow.

Haiching, Douglas, Oct. 10.

Ho Chow, B. & S., Oct. 12.

Haining, Douglas, Oct. 13.

Yat Shing, Jardine's, Oct. 13.

Yu Sang, Jardine's, Oct. 17.

Hop Sang, Jardine's, Oct. 22.

JAPAN (Direct).

Kitano Maru, N.Y.K., Oct. 20.

Ixion, B. & S., Oct. 23.

Ho Sang, Jardine's, Nov. 1.

Rakuyo Maru, N.Y.K., Nov. 8.

Japan and Shanghai.

Pres. Coolidge, Dollar's, Oct. 10.

Hilda, Dollar's, Oct. 12.

Dakar Maru, N.Y.K., Oct. 13.

Pres. Jackson, A.M.L., Oct. 13.

Vogland, Johnson's, Oct. 14.

Sima Maru, N.Y.K., Oct. 15.

Eumaeus, B. & S., Oct. 17.

Tatsuta Maru, N.Y.K., Oct. 18.

Comer, P. & O., Oct. 19.

Empress of Asia, C.P.S., Oct. 20.

Tungah, Johnson's, Oct. 22.

Pres. Jefferson, Dollar's, Oct. 27.

Asama Maru, N.Y.K., Nov. 1.

Somali, P. & O., Nov. 1.

Emp. of Canada, C.P.S., Nov. 3.

Java, Manners', Nov. 4.

Menelaus, B. & S., Nov. 5.

City of Winnipeg, Bank Line, Nov. 7.

Pres. Hoover, Dollar's, Nov. 7.

Phenix, B. & S., Nov. 8.

Pres. Grant, Dollar's, Nov. 10.

Newchwang.

Chinhua, B. & S., Oct. 13.

Taming, B. & S., Oct. 20.

Osaka.

Ajax, B. & S., Oct. 27.

Menelaus, B. & S., Nov. 5.

SHANGHAI AND WAT PORTS.

D'Artagnan, Messageries', Oct. 10.

Sui Yang, B. & S., Oct. 10.

Kwai Sang, Jardine's, Oct. 11.

Tainan, B. & S., Oct. 11.

Chungking, B. & S., Oct. 12.

Antenor, B. & S., Oct. 14.

Norviken, Jardine's, Oct. 15.

Szechuen, B. & S., Oct. 15.

Maron, B. & S., Oct. 15.

Selandia, Manners', Oct. 16.

Sochow, B. & S., Oct. 17.

Tainan, B. & S., Oct. 18.

Yuen Sang, Jardine's, Oct. 18.

Kinnegow, B. & S., Oct. 19.

Taming, B. & S., Oct. 20.

Davikon, Jardine's, Oct. 22.

Machon, B. & S., Oct. 23.

Athos, Messageries', Oct. 24.

Ajax, B. & S., Oct. 27.

Aramis, Messageries', Nov. 8.

Swatow.

Anhui, B. & S., Oct. 10.

Kalgan, B. & S., Oct. 10.

Sui Yang, B. & S., Oct. 10.

Yat Shing, Jardine's, Oct. 10.

Kwai Sang, Jardine's, Oct. 11.

Tainan, B. & S., Oct. 11.

Ho Chow, B. & S., Oct. 12.

Haining, Douglas, Oct. 13.

Yat Shing, Jardine's, Oct. 13.

Yu Sang, Jardine's, Oct. 17.

Hop Sang, Jardine's, Oct. 22.

Kitano Maru, N.Y.K., Oct. 20.

Ixion, B. & S., Oct. 23.

Ho Sang, Jardine's, Nov. 1.

Rakuyo Maru, N.Y.K., Nov. 8.

Pres. Coolidge, Dollar's, Oct. 10.

Hilda, Dollar's, Oct. 12.

Dakar Maru, N.Y.K., Oct. 13.

Pres. Jackson, A.M.L., Oct. 13.

Vogland, Johnson's, Oct. 14.

Sima Maru, N.Y.K., Oct. 15.

Eumaeus, B. & S., Oct. 17.

Tatsuta Maru, N.Y.K., Oct. 18.

Comer, P. & O., Oct. 19.

Empress of Asia, C.P.S., Oct. 20.

Tungah, Johnson's, Oct. 22.

Pres. Jefferson, Dollar's, Oct. 27.

Asama Maru, N.Y.K., Nov. 1.

Somali, P. & O., Nov. 1.

Emp. of Canada, C.P.S., Nov. 3.

Java, Manners', Nov. 4.

Menelaus, B. & S., Nov. 5.

City of Winnipeg, Bank Line, Nov. 7.

Pres. Hoover, Dollar's, Nov. 7.

Phenix, B. & S., Nov. 8.

Pres. Grant, Dollar's, Nov. 10.

Chinhua, B. & S., Oct. 13.

Taming, B. & S., Oct. 20.

Ajax, B. & S., Oct. 27.

Menelaus, B. & S., Nov. 5.

D'Artagnan, Messageries', Oct. 10.

Sui Yang, B. & S., Oct. 10.

Kwai Sang, Jardine's, Oct. 11.

Tainan, B. & S., Oct. 11.

Chungking, B. & S., Oct. 12.

Antenor, B. & S., Oct. 14.

Norviken, Jardine's, Oct. 15.

Szechuen, B. & S., Oct. 15.

Maron, B. & S., Oct. 15.

Selandia, Manners', Oct. 16.

Sochow, B. & S., Oct. 17.

Tainan, B. & S., Oct. 18.

Yuen Sang, Jardine's, Oct. 18.

Kinnegow, B. & S., Oct. 19.

Taming, B. & S., Oct. 20.

Davikon, Jardine's, Oct. 22.

Machon, B. & S., Oct. 23.

Athos, Messageries', Oct. 24.

Ajax, B. & S., Oct. 27.

Aramis, Messageries', Nov. 8.

Anhui, B. & S., Oct. 10.

Kalgan, B. & S., Oct. 10.

Sui Yang, B. & S., Oct. 10.

Yat Shing, Jardine's, Oct. 10.

Kwai Sang, Jardine's, Oct. 11.

Tainan, B. & S., Oct. 11.

Ho Chow, B. & S., Oct. 12.

Haining, Douglas, Oct. 13.

Yat Shing, Jardine's, Oct. 13.

Yu Sang, Jardine's, Oct. 17.

Hop Sang, Jardine's, Oct. 22.

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Ixion, B. & S., Oct. 23.

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Menelaus, B. & S., Nov. 5.

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Phenix, B. & S., Nov. 8.

Pres. Grant, Dollar's, Nov. 10.

Chinhua, B. & S., Oct. 13.

Taming, B. & S., Oct. 20.

Ajax, B. & S., Oct. 27.

Menelaus, B. & S., Nov. 5.

D'Artagnan, Messageries', Oct. 10.

Sui Yang, B. & S., Oct. 10.

Kwai Sang, Jardine's, Oct. 11.</

THE CANADIAN PACIFIC

IN CONJUNCTION WITH THE

P. AND O.

NOW OFFER EXCEPTIONAL
LOW FARES
TO EUROPE AND RETURN

— 1st CLASS —

Going Home via Canada
Returning via Suez or
vice versa

From £173-6-6 to £193-14-4.
(Bookings now open for 1934)

GIANT WHITE EMPRESSES

Offer the Utmost in
SPEED—SIZE—SPACE—LUXURY

SERVICE

EMPRESS OF ASIA

SAILS OCTOBER 11th

for

MANILA

CANADIAN PACIFIC

THE WORLD'S GREATEST TRAVEL SYSTEM.



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

TATSUTA MARU ... Wednesday, 18th Oct., at 10 a.m.
ASAMA MARU ... Wednesday, 1st Nov., at 10 a.m.
TAITO MARU ... Wednesday, 10th Nov.

SEATTLE & VANCOUVER.

HIKAWA MARU ... (Starts from Kobe) Saturday, 21st Oct.
HIVE MARU ... (Starts from Kobe) Saturday, 11th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM
via Singapore, Penang, Colombo and Suez.

KASHIMA MARU ... Saturday, 14th Oct.
YASUKUNI MARU ... Friday, 27th Oct.
HAKONE MARU ... Saturday, 11th Nov.

SYDNEY & MELBOURNE via Manila and Ports.

AMO MARU ... Saturday, 21st Oct.
KITANO MARU ... Saturday, 25th Nov.

BOMBAY via Singapore, Penang and Colombo.

TANGO MARU ... Wednesday, 11th Oct.
+ PENANG MARU ... Sunday, 29th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

RAKUYO MARU ... Wednesday, 8th Nov.

NEW YORK via Panama.

+ TOBA MARU ... Sunday, 15th Oct.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

+ LIMA MARU ... Sunday, 15th Oct.

CALCUTTA via Singapore, Penang and Rangoon.

+ MORIOKA MARU ... Sunday, 15th Oct.

+ HARODATE MARU ... Sunday, 29th Oct.

SHANGHAI, KOBE & YOKOHAMA.

+ DAKAR MARU ... Friday, 13th Oct.

+ SUWA MARU ... Sunday, 15th Oct.

+ KITANO MARU (Nagasaki direct) ... Friday, 20th Oct.

† Cargo only.

For further information, apply to:

NIPPON YUSEN KAISHA.

Telephone 30291. (Private exchanges to all Depts.)



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Penang, Colombo, Djibouti (Aden), Suez, Port Said.

CHENONCEAUX ... 10th Oct.
D'ARTAGNAN ... 24th Oct.
ATHOS II ... 7th Nov.
ARABIS ... 21st Nov.
ANDRE LEBON ... 5th Dec.
FELIX BOUSSEL ... 19th Dec.
PORTHOS ... 2nd Jan.

To SHANGHAI.

D'ARTAGNAN ... 10th Oct.
ATHOS II ... 24th Oct.
ARABIS ... 7th Nov.
ANDRE LEBON ... 21st Nov.
FELIX BOUSSEL ... 5th Dec.
PORTHOS ... 19th Dec.
CHENONCEAUX ... 30th Dec.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:

Cie. Des MESSAGERIES MARITIMES,

30, rue de la Paix, Paris, France.

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 3,140 TONS;
THROUGH CARGO
11,120 TONS.

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British.	Cargo for H.K.	Through Ports.
Kum Sang, Amoy	396	1,934
Kwai Sang, Canton	—	1,150
Yat Shing, Chefoo	1,100	1,989
Yu Sang, Tongku	420	1,700
Halching, Swatow	112	—
Tsinan, Amoy	130	—
Kwangtung, Hoihow	1,470	—
Hong Peng, Singapore	100	1,450
	3,728	8,223
Dutch.		
Tjibadak, Amoy	70	1,253
	70	1,253
Norwegian.		
Norviken, Swatow	370	1,027
Syder Sagen, China	—	—
wangtao	1,368	44
Promise, Bangkok	1,785	—
	3,523	1,071
French.		
Tai Poo Sek, Fort Bayard	665	—
	665	—
Chinese.		
Mao Lee, Swatow	160	580
	160	580
Total	8,147	11,727

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Kum Sang (British), Amoy	111
Yat Shing (British), Chefoo	10
Halching (British), Swatow	281
Tsinan (British), Amoy	90
Kwangtung (British), Hoihow	115
Hong Peng (British), Singapore	840
Tjibadak (Dutch), Amoy	217
Norviken (Norwegian), Swatow	189
Tai Poo Sek (French), Fort Bayard	108
Total	1,841

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:

British	Arr.	Dep.
German	0	1
Dutch	1	0
Norwegian	3	2
French	1	0
Japanese	0	2
Chinese	1	1
Total	14	13

SHIPS IN HARBOUR.

The following merchant ships were in Harbour yesterday:

Wharves.
Kowloon:—President Coolidge.
Hoihow:—Achilles.

ARRIVALS

October 8.

Hong Peng, British str., 2,525 tons, Capt. J. H. Gregory, from Singapore, buoy No. A4—Ho Thong and Co.
Kum Sang, British str., 3,341 tons, Capt. W. Field-Hood, from Amoy, buoy No. B8—Jardine, Matheson and Co.
Tai Poo Sek, French str., 1,219 tons, Capt. Maternati Paul, from K. C. Wan, buoy No. B12—Wo Hop and Co.
Thurland Castle, British str., 3,808 tons, Capt. R. L. Hughes, from Shanghai, Stonecutters—Dodwell and Co.
Tjibadak, Dutch str., 3,714 tons, Capt. J. C. G. de Graaff, from Amoy, buoy No. A8—J.C.J.L.
Trave, German str., 4,990 tons, Capt. Hahn, from Shanghai, buoy No. A2—Melchers and Co.
Tsinan, British str., 2,100 tons, Capt. W. G. McKenzie, from Amoy, buoy No. B21—B. and S.

October 9.

Col. di Lana, Italian str., 3,709 tons, Capt. Raimondi, from Shanghai, buoy No. A3—Dodwell and Co.
Duisburg, German str., 4,375 tons, Capt. Zabel, from Shanghai, buoy No. A7—Jensen and Co.
Kwai Sang, British str., 1,435 tons, Capt. M. Costello, from Canton, buoy No. B2—J. M. and Co.
Kwangtung, British str., 1,572 tons, Capt. D. D. Richards, from Hoihow, buoy No. B19—B. and S.
Mao Lee, Chinese str., 1,221 tons, Capt. Y. Watanabe, from Swatow, buoy No. C2—Yee Tai Hong.
President Coolidge, American str., 13,029 tons, Capt. K. A. Ahlin, from Manila, Kowloon Wharf—Dollar S.S. Line.
Promise, Norwegian str., 727 tons, Capt. S. Hotvedt, from Bangkok, buoy No. C2—Yong Hong Loong.
Yu Sang, British str., 1,122 tons, Capt. A. B. Osmond, from Tongku, buoy No. B13—J. M. and Co.

Socony, Lathakok:—Thurland, Jardine, Matheson—Yat Shing. O.S.K.:—Canton Maru. Douglas, Laprak:—Halching. Quarry Bay:—Thibesar. Hydrangea:—Chiu On.

Docks.

Kowloon:—Silveryew, Marley, Svalde.
Tatko:—Niel Maersk, Kalgan, Tatsuta Maru, Tchekam, Hol, Sul.

Buoys.

No. A1—Protestant.
No. A4—Hong Peng.
No. A8—Tjibadak.
No. B2—Kwai Sang.
No. B4—G. Dierdriksen.
No. B5—Sui Yang.
No. B6—Yat Shing.
No. B8—Kum Sang.
No. B9—Tonkin.
No. B10—Hathor.
No. B11—Hiram.
No. B12—Tai Poo Sek.
No. B13—Yu Sang.
No. B14—Chung King.
No. B15—Kaying.
No. B16—Prosper.
No. B17—Henrik.
No. B18—Kamona.
No. B19—Kwangtung.
No. B20—Anhui.
No. B21—Tsinan.
No. B22—Mausang.
No. C1—Haidis.
No. C2—Promise.
No. C3—Mao Lee.

SIAM'S COASTAL TRADE

Local Company's
Good Record

Bangkok, September 27.—The Siam Steam Navigation Co., Ltd., has completed a quarter of a century's very successful trading in Siam's waters. It is estimated that the company's yearly transport reaches not far short of 200,000 tons of cargo and between 35,000 and 40,000 passengers. Its history as a Siamese company dates from 1908, but the coastal trade was inaugurated by Mr. H. N. Andersen, the founder of the East Asiatic Co., Ltd., almost a decade earlier.

Before the railway down the peninsula, the Siam Steam vessels carried the mails under subsidy, and officials from province to province. The earlier vessels were sturdy if slow, with no electric light, but they paid a good return on the capital put into them. They steamed regularly up and down uncharted and unlit coasts, and their officers made their own soundings into little known places of call. Gradually the earlier vessels were replaced by larger and more modern craft, and the company steadily progressed. It is only within the past two or three years that dividends have not been forthcoming.

Some of the ships of twenty-five and more years are still in commission, a tribute to their builders and designers. Some of the officers also have been with the company since its inception. This applies to one director at least, and the superintendent engineer to the fleet—due to retire before Christmas—Singapore Free Press.

FASTER CARGO SHIPS

IS THE END OF THE TRAMP
IN SIGHT?

Analysing the orders for cargo ships which have been placed since the beginning of the year, The Motor Ship comes to the conclusion that vessels of from 13 knots to 16 knots, or even higher speeds, will largely replace the tramp ship.

Since January 1, 43 ships of the former class, totalling 231,000 tons gross, have been ordered, against only 12 of the latter of 53,000 tons gross.

Practically without exception, the fast vessels are to be equipped with oil engines, and all the tramps will have steam machinery.

CLEARANCES

October 9.

Trave for Singapore.
Protestant, for Milke.
Lyder Sagen, for Canton.
Nagato Maru, for Singapore.
Tin Seng, for K. C. Wan.
Tonkin, for K. C. Wan.
Mao Lee, for Canton.
Col. di Lana, for Singapore.
Hoihow, for Shanghai.
Hydrangea, for Swatow.
Hathor, for Bangkok.
Duisburg, for Manila.
Norviken, for Canton.
Achilles, for Shanghai.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
"SOUDAN"	6,800	14th Oct.	Mar., Havre, L'don.
"MANTUA"	11,000	21st Oct.	H'bg., B'dm., A'werp., & Hull
"RAWALPINDI"	17,000	4th Nov.	Marseilles and London
"BURDWAN"	8,500	11th Nov.	Bombay, Marseilles and London
"COMORIN"	15,000	18th Nov.	Mar., Havre, L'don.
"CHITRAL"	15,000	2nd Dec.	Bombay, Marseilles and London
"SOMALI"	8,500	9th Dec.	Mar., Havre, L'don.
"RANCHI"	17,000	16th Dec.	H'bg., B'dm., A'werp., & Hull
"CARTRIDGE"	15,000	30th Dec.	Bombay, Marseilles and London
"BANGALORE"	6,000	6th Jan.	Mar., Havre, L'don.
"NALDERA"	16,000	13th Jan.	H'bg., B'dm., A'werp., & Hull
"CORFU"	15,000	27th Jan.	Bombay, Marseilles and London
"BEUTAN"	4,000	3rd Feb.	Mar., Havre, L'don.
"BEHAR"	6,000	17th Feb.	H'bg., B'dm., A'werp., & Hull
"COMORIN"	15,000	10th Mar.	Bombay, Marseilles and London
"CHITRAL"	15,000	24th Mar.	Mar., Havre, L'don.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA--APCAR SAILINGS

Steamship	Tons.	From Hongkong (about)	Destination
"TALMA"	10,000	13th Oct.	Singapore, Penang & Calcutta
"TILAWA"	10,000	28th Oct.	do.
"SANTHA"	8,000	11th Nov.	do.
"TAKADA"	7,000	24th Nov.	do.
"SIRDHANA"	8,000	9th Dec.	do.

* 1.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons.	From Hongkong (about)	Destination
"NELLORE"	7,000	3rd Nov.	Manila, Batavia, Brisbane
"TANDA"	7,000	2nd Dec.	Sydney and Melbourne.
"NANKIN"	7,000	30th Dec.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London, Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons.	From Hongkong (about)	Destination
"SANTHA"	8,000	20th Oct.	Amoy, S'hai, Moji, Kobe & Osaka
"COMORIN"	15,000	20th Oct.	Shanghai, Kobe & Y'hama.
"SOMALI"	8,500	1st Nov.	do.
"CHITRAL"	15,000	3rd Nov.	do.
"RANCHI"	17,000	17th Nov.	do.
"BANGALORE"	6,000	30th Nov.	do.
"CARTRIDGE"	15,000	1st Dec.	do.
"NALDERA"	16,000	15th Dec.	do.
"CORFU"	15,000	29th Dec.	do.
"BANGALORE"	17,000	12th Jan.	do.
"RAWALPINDI"	17,000	26th Jan.	do.
"COMORIN"	15,000	9th Feb.	do.
"CHITRAL"	15,000	23rd Mar.	do.
"RANCHI"	17,000	9th Mar.	do.
"CARTRIDGE"	15,000	23rd Mar.	do.
"NALDERA"	16,000	6th Apr.	do.
"CORFU"	15,000	19th Apr.	do.
"MANTUA"	11,000	3rd May	do.

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Punka Louvre Ventilation. Steamers of London and Australian Lines are fitted with Laundries. Parcels measuring not more than 10 ft. will be received at the Company's Office up to Noon on the day previous to sailing. For Further Information, Passage Fares, Freights, Handbooks, etc., apply to:

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONG KONG. Agents.



SERVICE OF FAST MOTOR VESSELS

(with limited, but exceptionally good passenger accommodation.)

HOMEWARDS

To PORT SAID, MARSEILLES, ALGERS, ORAN, BOTTEDAN (AMSTERDAM), HAMBURG, OSLO, GOTHENBURG AND OTHER SCANDINAVIAN PORTS via MANILA AND STRAITS SETTLEMENTS.

Sailing about:
M.S. "NAGARA" ... 1st November
M.V. "NANKING" ... 1st December

OUTWARDS

To SHANGHAI AND JAPAN PORTS
Sailing about:
M.V. "CANTON" ... 28th October
M.S. "TAMARA" ... 22nd November

PASSENGER RATES: Hong Kong to Mediterranean ... 24s
Hong Kong to Rotterdam ... 25s
Agents:—GILMAN & CO., LTD., Hong Kong. G. E. HUYGEN, Canton.

BANK LINE LTD.

AGENTS FOR

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LEE FANG,
General Manager.

HONG KONG AND SHANGHAI BANKING CORPORATION

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$20,000,000
Reserve Funds:—
Sterling \$6,500,000
Silver \$10,000,000

Reserve Liability of Proprietors \$30,000,000

Head Office: Hong Kong.

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Acting Chief Manager:
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CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
Hong Kong, 22nd May, 1933.

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION,
L. N. MURPHY,
Acting Chief Manager.
Hong Kong, 24th April, 1933.

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Hong Kong Currency
Authorized Capital: H.K. \$11,000,000
Paid-up Capital 8,685,
Reserve Fund 1,150,000

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Manager.

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HEAD OFFICE:—
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Authorized Capital 23,000,000
Subscribed Capital 21,500,000
Paid-up Capital 21,050,000
Reserve Fund and Rest 21,243,736

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MIDLAND BANK, LTD.

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HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
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Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS,
Manager.

7, Queen's Road Central,
Hong Kong, July 12th, 1933.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

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Paid-up Capital £3,000,000
Reserve Fund £3,000,000
Reserve Liability of Proprietors £3,000,000

Branches:—
ALOR STAR, AMSTERDAM, BANGKOK, BATAVIA, BEIRUT, BOMBAY, CALCUTTA, CANTON, CEBU, CHONGKING, COLOMBO, HANKOW, HONG KONG, KUALA LUMPUR, LONDON, LYONS, MANILA, Peking, PENANG, RANGOON, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. BREARLEY,
Manager.

Hong Kong, Nov. 17th, 1933 [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).
Princes Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
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Capital, fully paid-up 50,000,000
Special Working Capital 50,000,000
Reserves 33,332,000

BRANCHES:—
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BANKERS:
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London: Midland Bank, Ltd.
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San Francisco: Bank of America, National Trust and Savings Association.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.

A. L. BRUSSET,
Acting Manager.
Hong Kong, 7th Feb., 1933

NEDERLANDSCH INDISCHE HANDELSBANK, N.V.

(Netherlands India Commercial Bank)
Established 1863 at Amsterdam.

Authorized Capital Glds. 100,000,000.00
Paid-up Capital Glds. 75,000,000.00
Reserve Fund Glds. 25,000,000.00

Head Office:—AMSTERDAM.

Head Office for Asia:—BATAVIA.

Branches in Dutch East Indies, India, Singapore, China and Japan.

Every description of Banking and Exchange business transacted. Current Accounts, Deposits, etc.

J. M. MORHAUS,
Actg. Manager.

BANK OF CHINA.

Reorganized October 26, 1923, under special charter of the National Government as an

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Subscribed Capital \$25,000,000.00
Paid-up Capital \$24,710,200.00
Reserve Funds 3,520,503.82

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Surplus U.S.\$1,987,089.17
Reserves U.S.\$1,718,979.87

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HEAD OFFICE: HONG KONG.

No. 12, Des Voeux Road, Central.

Established: 1918.

Authorized Capital \$10,000,000.00
Paid-up Capital \$5,988,000.00
Reserve and Undivided Profits 2,312,000.00

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Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, September 11, 1933. [25]

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MAILS FOREIGN

GENERAL HOLIDAYS

On Monday, the 8th October and Tuesday, the 10th October the General Post Office and the Branch Post Offices will be open as follows:—
Post Office Monday, 8th Tuesday, 10th
General Post Office 8 a.m. to 9 a.m. 8 a.m. to noon
Kowloon Branch 8 a.m. to 9 a.m. 8 a.m. to 11 a.m.
Sheungwan Branch 8 a.m. to 9 a.m. 8 a.m. to 9 a.m.
(8 p.m. to 7 p.m.) (8 p.m. to 7 p.m.)

The other Branch Post Offices will be open daily from 8 a.m. to 8 a.m. only.

There will be one collection from the pillar boxes and one delivery of ordinary correspondence each day on Sundays and one delivery of registered correspondence each day at 9 a.m.

The Money Order Office will be entirely closed during the Holidays.

AIR MAIL SERVICES.

"Bandoeng-Amsterdam via Singapore"
Saigon-Marseille via Saigon

Correspondence for Europe and intermediate countries will be accepted for transmission by these Services. Rates and all particulars are shown in the schedules exhibited at the General Post Office and Kowloon Office. All letters etc., must be marked "By Air Mail" and handed in at the General Post Office and Kowloon Office.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so super-scribed.

INWARD MAILS

FROM	PER	DUE
SHANGHAI	Yingchow	10th Oct.
SHANGHAI	Chongchuan	10th Oct.
SAIGON	D'Arnyman	10th Oct.
JAPAN	Togo Maru	10th Oct.
SHANGHAI	Meriones	10th Oct.
AMERICA, U.S.A., JAPAN and SHANGHAI	Swire of Asia	11th Oct.
SHANGHAI	Conte Rosso	12th Oct.
JAPAN	Tokyo	12th Oct.
U.S.A., HONGKONG, JAPAN and SHANGHAI	From Harrison	12th Oct.
AMERICA and KANAKA	From Jackson	12th Oct.
SHANGHAI	From Jackson	12th Oct.
SHANGHAI	From Jackson	12th Oct.
JAPAN and SHANGHAI	From Jackson	12th Oct.
STRAITS and LONDON Parcel only	From Jackson	12th Oct.
London, 7th September	From Jackson	12th Oct.

OUTWARD MAILS

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE AND TIME
Batavia	Tylosak	Tuesday, 10th, 10.30 a.m.
Reason: Mauritius, Madagascar, Lourenco	Tylosak	10.30 a.m.
Marques and South Africa via	Tylosak	10.30 a.m.
Batavia	Tylosak	10.30 a.m.
*Shanghai, Japan, Honolulu, U.S.A., C. and S. America, *Canada and *EUROPE via San Francisco—due San Francisco, 30th October—and *EUROPE via Siberia	Procs. Coolidge	arrels 10.00 a.m. Reg. 11.15 a.m. Letters Noon
Letters for "Saigon—Marseilles Air Mail Service"	Chenon-ceaux	Reg. 10.00 a.m. Let. 10.30 a.m. G.P.O. Reg. 10.30 a.m. Let. 11.00 a.m. Kowloon P.O. Reg. 11.00 a.m. Letters 11.40 a.m. G.P.O. Reg. 11.15 a.m. Letters Noon
Saigon and *EUROPE via Marseilles—due Marseilles, 10th November	Chenon-ceaux	Reg. 11.15 a.m. Letters Noon
Fort Bayard, Hoihow, Pakhoi and Haiphong	Tonkin	Reg. 11.15 a.m. Letters Noon
Shanghai	D'Arnyman	Reg. 11.15 a.m. Letters Noon
Swatow, Amoy and Fookchow	Haiphong	Reg. 11.15 a.m. Letters Noon
Bangkok	Kamona	Reg. 11.15 a.m. Letters Noon
Formosa	Panama Maru	Reg. 11.15 a.m. Letters Noon
Hoihow and Bangkok	Kuangtung	Wednesday, 11th, 10.30 a.m. Kowloon P.O. Reg. 1.00 p.m. Letters 1.40 p.m. G.P.O. Reg. 1.45 p.m. Letters 2.30 p.m. G.P.O. Reg. 2.40 p.m. Letters 3.30 p.m. G.P.O. Reg. 3.40 p.m. Letters 4.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and *EUROPE via Brindisi—due Brindisi, 2nd November	Conte Rosso	Reg. 3.00 p.m. Letters 3.00 p.m. G.P.O. Reg. 3.15 p.m. Letters 4.00 p.m.
*Straits and Calcutta	Talpa	Friday, 13th, 11.30 a.m. Letters 12.30 p.m. Reg. 3.00 p.m. Letters 3.00 p.m.
Swatow, Amoy and Fookchow	Has Ning	Reg. 3.00 p.m. Letters 3.00 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and *EUROPE via Victoria B.C.—due Victoria B.C., 31st October—and *EUROPE via Siberia	Procs. Jackson	Reg. 3.00 p.m. Letters 3.00 p.m.
Letters for "Bandoeng—Amsterdam Air Mail Service"	Soudan	Reg. 4.00 p.m. Let. 4.30 p.m. G.P.O. Reg. 4.30 p.m. Let. 5.00 p.m. Kowloon P.O. Reg. 4.30 p.m. Letters 4.30 p.m. G.P.O. Reg. 4.30 p.m. Letters 4.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and *EUROPE via Marseilles—due Marseilles, 10th November	Boudan	Reg. 4.30 p.m. Letters 4.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and *EUROPE via Marseilles—due Marseilles, 10th November	Kashima Maru	Reg. 4.30 p.m. Letters 4.30 p.m.
Swatow, Amoy and Fookchow	Haiphong	Tuesday, 17th, 3.00 p.m.

* Super-scribed correspondence only.

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"PATROCLUS" 25 OCT., Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"LYCAON" 23 OCT., Tripoli, Havre & Liverpool

NEW YORK SERVICE

"MARON" 8 NOV., Boston, New York & Baltimore, via Philadelphia and Straits

PACIFIC SERVICE (via KOBÉ & YOKOHAMA)

"IXION" 26 OCT., Victoria, Seattle & Vancouver
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